

Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom.

It must be
Bovril

Proved by independent Scientific investigation to have a Body-Building Power of 10 to 20 times the amount taken.

No. 17,478

號八十七百四千七萬一第

日一十二月四年寅甲

HONGKONG, FRIDAY, MAY 15TH, 1914

五拜禮

號五十月五年三國民華中

PRICE, \$3 PER MONTH.

INTIMATIONS

KNORR'S SOUP SQUARES.

HAVE YOU NOT TASTED
THEM YET?
TRY THEM TO-DAY AND
YOU WILL ALWAYS
BUY THEM !!!

KNORR'S SOUP SQUARES are the most useful and practical article that can be imagined. Anyone who keeps a supply of them can at any time prepare a splendid soup requiring no stock. To obtain three plates of delicious and nourishing soup all one has to do is to mix the contents of one square with water and boil it for about twenty minutes. Thus one saves time, fuel and MONEY.

F. BLACKHEAD & CO.

ICE HOUSE STREET.

Close to Kowloon Ferry Pier.

Tel. 65.

Hongkong, 5th May, 1914.

[495]

GREEN ISLAND CEMENT COMPANY PORTLAND CEMENT.

In Casks 375 lbs. net.

In Bags 250 lbs. net.

General Managers,
SHEWAN TOMES & CO.,
Hongkong, 9th December, 1913.

[1407]

MITSU BISHI GOSHI KWAISHA (MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA,
OCHI, MUTABE, YOSHINOTANI,
NAMAZUTA, SAYO, SHINNEW
AND KAMAYAMADA Collieries.

AGENTS FOR
SAKITO AND OYUBARI Coals.

HEAD OFFICE: MARUNOUCHI,
TOKYO.

BRANCH OFFICES:—NAGASAKI,
MOI, KARATSU, WAKAMATSU,
OTARU, MURORAN, HAKODATE,
KOBE, OSAKA, KURE, TOKYO,
YOKOHAMA, NAGOYA, TSURUGA,
SHANGHAI, HONGKONG, HANKOW,
PEKING.

Cable Address for above: "IWASAKI."

Codes: A1, A.B.C. 5th Ed., Western Union.

AGENTS:—CHINKIANG—Messrs. GRASING & Co.

MANILA—Messrs. MACDONALD & Co.

SINGAPORE—Messrs. BOONE & Co., Ltd.

GLASGOW—Messrs. A. B. BROWN,
McFARLANE & Co., Ltd.

For Particulars, apply to—
K. KATO,
Manager.

No. 2, Paddar Street, Hongkong.

Hongkong, 24th April, 1914.

[514]

PEAK TRAMWAY COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.	
7.30 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 " " 10.00 " "	" " " "
10.00 " " 11.00 " "	" " " "
11.30 " " 12.45 p.m.	" " " "
12.45 p.m. to 1.15 " "	" " " "
1.15 " " 1.45 " "	" " " "
1.45 " " 2.15 " "	" " " "
2.15 " " 5.00 " "	" " " "
5.00 " " 8.15 " "	" " " "

NIGHT CARS.

8.30 p.m. and 9.00 p.m. 9.30 to 11.00 p.m.

Every Half-Hour.

11.00 p.m. to 11.45 p.m.

Every Quarter-Hour.

SUNDAYS.

8.00 a.m. to 10.30 a.m. Every 15 minutes.

10.30 " " 11.00 " "

11.45 " " 12.00 a.m. " "

12.00 noon to 1.00 p.m. " "

1.00 p.m. to 5.00 " "

5.00 " " 8.00 " "

8.00 " " 7.00 " "

NIGHT CARS on Week Days.

SATURDAYS.

Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st October, 1913.

THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address: "DOCK," Yokohama.

Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A1 and Watkins.

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 506, or 531.

NO. 1 DOCK. Docking Length 515 ft. | NO. 2 DOCK. Docking Length 376 ft. | NO. 3 DOCK. Docking Length 451 ft.

Every description of repair work is undertaken. A large assortment of material including tall shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

82 buildings, principally of brick and steel, 310 entrances. 37 buildings are private bonded warehouses. Floor area 68,248 square yards, or 141 acres.

Custom-house brokerage and insurance undertaken. Rates moderate.

Mooring Basin, 600 feet by 100 feet by 25 feet deep, adjoining the docks and warehouses.

[713]

SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST
AND EUROPE, VIA DAIREN.

TIME TABLE

(Effective from May 1st, 1914, to April 30th, 1915.)

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining, and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Mail Steamer Service by the S.S. SAKAKI MARU and KOBE MARU (each Equipped with Wireless Telegraph) as follows:—

NORTH BOUND.

Connecting at Harbin with	
Wagon	Express
1st Class	2nd Class
3rd Class	4th Class
5th Class	6th Class
7th Class	8th Class
9th Class	10th Class
11th Class	12th Class
13th Class	14th Class
15th Class	16th Class
17th Class	18th Class
19th Class	20th Class
21st Class	22nd Class
23rd Class	24th Class
25th Class	26th Class
27th Class	28th Class
29th Class	30th Class
31st Class	32nd Class
33rd Class	34th Class
35th Class	36th Class
37th Class	38th Class
39th Class	40th Class
41st Class	42nd Class
43rd Class	44th Class
45th Class	46th Class
47th Class	48th Class
49th Class	50th Class
51st Class	52nd Class
53rd Class	54th Class
55th Class	56th Class
57th Class	58th Class
59th Class	60th Class
61st Class	62nd Class
63rd Class	64th Class
65th Class	66th Class
67th Class	68th Class
69th Class	70th Class
71st Class	72nd Class
73rd Class	74th Class
75th Class	76th Class
77th Class	78th Class
79th Class	80th Class
81st Class	82nd Class
83rd Class	84th Class
85th Class	86th Class
87th Class	88th Class
89th Class	90th Class
91st Class	92nd Class
93rd Class	94th Class
95th Class	96th Class
97th Class	98th Class
99th Class	100th Class

SOUTH BOUND.

Connecting at Harbin with	
Wagon	Express
1st Class	2nd Class
3rd Class	4th Class
5th Class	6th Class
7th Class	8th Class
9th Class	10th Class
11th Class	12th Class
13th Class	14th Class
15th Class	16th Class
17th Class	18th Class
19th Class	20th Class
21st Class	22nd Class
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43rd Class	44th Class
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53rd Class	54th Class
55th Class	56th Class
57th Class	58th Class
59th Class	60th Class
61st Class	62nd Class
63rd Class	64th Class
65th Class	66th Class
67th Class	68th Class
69th Class	70th Class
71st Class	72nd Class
73rd Class	74th Class
75th Class	76th Class
77th Class	78th Class
79th Class	80th Class
81st Class	82nd Class
83rd Class	84th Class
85th Class	86th Class
87th Class	88th Class
89th Class	90th Class
91st Class	92nd Class
93rd Class	94th Class
95th Class	96th Class
97th Class	98th Class
99th Class	100th Class

* Russian Train Time is 23 minutes faster than the S.M.E. Time.

The above fares do not include the Express Train Bath Fee.

THROUGH REGISTRATION OF BAGGAGE.—By the "International Through Passenger Traffic via Siberia," through tickets are issued from Shanghai (and the principal stations via Siberia) to London, Paris, Berlin, and Vienna, and vice versa, and holders of these tickets are also entitled to through registration of their baggage. Travellers must, however, ask specially for the "International Through Passenger Traffic via Siberia" tickets in order to secure this facility, which is not obtainable by the ordinary booking.

MUKDEN-ANTUNG LINE.—MANCHURIA-CHONGCHING THROUGH SERVICE.—Three Weekly Express Service between Changchun and Fusan without change, establishing direct link between the Trans-Siberian Express Service and the Imperial Japanese Government Ferry and Railway Service, reducing the journey between Manchuria and Japan by nearly two days and diminishing the sea-voyage to a few hours; also connecting Peking and Tokyo by rail with the exception of the short passage between Fusan and Shimoda.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. Yamato). At Dairen, Port Arthur, Mukden, Changchun, and Hoshigaura (the finest sea-side resort in North China), all under the Company's management.

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO., Messrs. THOS. COOK & SON, REISENBUREAU DER HAMBURG-AMERICA LINE, the NORDDEUTSCHER REISEBUREAU, and the NIPPON YUEN KAISHA, Shanghai; from each of whom all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct from the

SOUTH MANCHURIA RAILWAY CO., DAIREN.

Tel. Add.: "MANCHURIA." Codes: A.B.C. 5th Ed., A1, and Lieber's.

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots and also at Chefoo, Shanghai, Hongkong, Singapore, and Penang.

MINING DEPARTMENT.

SOUTH MANCHURIA RAILWAY CO., DAIREN.

[681]

BECK & CO., BREMEN. KAISER BREWERY.

BECK'S BEER,

KEY BRAND.

\$16.00

PER CASE OF 6 DOZ. PINTS

" " " " 4 " QUARTS."

HONGKONG AGENTS:

MACEWEN, FRICKEL & Co.

[368]

THERE IS MANY A CAKE ON THE MARKET,

BUT NONE LIKE "PANGANI"

30 CTS. PER PACKET.

WEISMANN, LTD.

[29]

MITSU BISHI DOCKYARD AND ENGINE WORKS.

A1, A.B.C., Western Union, Engineering and Bentley's Complete Phrase Codes used.

Builders and Repairs of Ships, Engines and Boilers, and Electrical Engineers.

Manufacturers of Contrado Auxiliary Machinery, Weir's Auxiliary Machinery, Stone's

Manganese Bronze, Pulsometer and Engineering Co.'s Refrigerating Plants

and Parsons' Steam Turbines, etc., etc.

AT NAGASAKI.—Telegraphic Address: "DOCK," NAGASAKI.

	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
3 Dry Docks	No. 1 ... 510 ft.	77 ft.	26 ft.
	No. 2 ... 350 ft.	53 ft.	24 ft.
	No. 3 ... 714 ft.	88 ft.	24 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.

The Salvage Steamer "OURA MARU," 716 tons and 12 knots speed, is always ready at short notice.

AT KOBE.—Telegraphic Address: "WADADOCK," KOBE.

	Floating Docks.	No. 1.	No. 2.
Lifting Power	7,000 Tons.	2,000 Tons.	500 Tons.
Max. Length of Ship taken in	460 Feet.	60 Feet.	25 Feet.
Max. Breadth " "	55 "	22 "	25 "
Max. Draft " "	22 "	22 "	25 "

The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.

Floating Shovel, capable of lifting 40 tons weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION

25th May, 1913.

[720]

WM. STEWART & CO.

TIMBER MERCHANTS, MEASURERS, AND TIMBER EXPERTS.

5, ALEXANDRA BUILDINGS.

REPORTERS of Teak, Hardwoods, Oregon Pine and Japanese Oak in Logs and

Planks.

Teak and Hardwood supplied Machine Sawn to any Dimensions.

Floorings—Sawn to Order.

Philippine Hardwood Wharf Piles in lengths up to 80 feet.

The attention of Architects, Civil Engineers and Contractors is directed to the

splendid range of Philippine Hardwoods suitable for constructional purposes.

Prices and Samples on application.

Hongkong, 2nd May, 1914.

[652]

ON SALE.

THE

DIRECTORY

and

CHRONICLE

FOR

CHINA, JAPAN, COREA, INDO-CHINA, STRAITS SETTLEMENTS,

MALAY STATES, SIAM, NETHERLANDS INDIA, BORNEO,

THE PHILIPPINES, ETC.

FOR THE YEAR

1914.

NEARLY 2,000 PAGES; 15 MAPS AND PLANS.

TO BE OBTAINED AT THE OFFICE OF

THE "HONGKONG DAILY PRESS,"

OR

MESSRS. KELLY & WALSH, LTD.

Hongkong, 18th February, 1914.

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS.

BANKERS, &c.

Head Office for the Far East:—16, DES VOEUX ROAD, HONGKONG.

SHANGHAI:—2-3, FOOCHOW ROAD. YOKOHAMA:—32, WATER STREET.

MANILA:—MARINA HOTEL.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and

TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES Exchanged.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 21st May, 1913.

[95]

HOTELS

HONGKONG HOTEL.

Recently Refurnished and Redecorated.
Large Airy Public Rooms.
Electric Lighting, Lifts and Fans.
Bathrooms with European Bath and
Lavatory attached.
Perfect Sanitation.
A LA CARTE GRILL ROOM.
J. H. TAGGART, Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION.

All Electric Trams Pass Entrance.
One Minute's Walk from Ferry.
Telephones on All Floors.
Electric Lifts, Fans and Lighting.
European Baths and Sanitary Fittings.
Hot and Cold Water System Throughout.
Best of Food and Service.
Hotel Launch Meets All Steamers.
Telephone No. 378.
Tel. Address: "VICTORIA."
R. H. NORTH,
Manager.

41]

GRAND HOTEL.

QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE
HOTEL.

A FIRST-CLASS STRINGED ORCHESTRA
Renders Selections during TEA and
DINNER daily, and at 11.15 a.m. and
5.45 p.m.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly
renovated, extensively enlarged, and
is now luxurious, y furnished and up-to-date
in every respect, situated in the most central
position. Large and Airy Rooms, Hot, Cold,
and Shower Baths, Electric Light Throughout
and Fans. Large and Comfortable Lounge,
Private and Public Bars and Billiard Rooms.
COUSINE ENTIRELY UNDER EUROPEAN
SUPERVISION, Sanitary Arrangements
of the latest, HOTEL LAUNCH
MEETS ALL STEAMERS. Monthly Rates
for Tea and Dinner. Special Rates for
married families on application to
FREDERICK REICHMANN,
Proprietor.

TELE

INTIMATIONS

A. S. WATSON & CO., LTD.

ESTABLISHED 75 YEARS.

CHEMISTS, DRUGGISTS AND PERFUMERS, ETC., ETC.

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR.

WATSON'S HOUSEHOLD AMMONIA.

FOR THE BATH, TOILET, AND HOUSEHOLD. Used in the Bath it promotes a healthy action of the skin counteracts all effects of perspiration, and is refreshing and invigorating. It is especially useful for cleaning Jewellery, Silver, and Plated Ware, etc.

WATSON'S

CELEBRATED

CORN SOLVENT.

A permanent, speedy and painless CURE for corns and bunions.

WATSON'S

SHAVING STICKS.

The cheapest and best in the market. They give a free and lasting lather, and impart a soothing feeling to the skin. For delicate and sensitive skins they are unequalled.

A. S. WATSON & CO., LIMITED.

HONGKONG DISPENSARY AND KOWLOON DISPENSARY.

119

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication by evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymously sent communications, other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 12 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

Telegraphic Address: PRESS. Cables: A.B.C. 5th Ed. Lieber. P.O. Box, 54. Telephone No. 12.

HONGKONG OFFICE: 104, DES VOGES ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 15TH, 1914.

REUTERS informed us a day or two ago that among the Budget resolutions adopted by the House of Commons is one imposing an income tax super-tax on incomes from securities or possessions in any place outside the United Kingdom, whether the income be received in the United Kingdom or not. Fuller information on the subject will be awaited with considerable interest. This tax can hardly be levied on British subjects who are residing abroad, even through they reside in Crown Colonies. It must refer, we take it, only to the income which a man residing in the United Kingdom derives from his investments abroad, whether he receives it in the United Kingdom or causes it to be reinvested abroad. In recent years there has been an enormous increase in the amount of British capital invested abroad. Especially in the past five years has a great deal been heard about capital being driven out of the country by LYONS GROSSMAN'S finance. The imposition of the super-tax on all incomes derived from securities or possessions abroad is possibly an attempt to check this outflow. It will mean in some cases that the income from British investments abroad will be doubly and trebly taxed, for it is taxed by the country in which it is invested and

taxed and super-taxed by the British Inland Revenue Commissioners. Complete and direct records of all British investments abroad do not exist, but writers on Finance like the late Sir ROBERT GIFFEN and Mr. CUNEOZZA MONEY and others have estimated for us by means of the Income-tax schedules the annual interest on British capital invested abroad. The following is a summary of income traced to investments outside the United Kingdom in 1909-10:

(a) Name disclosed by agents for interest on Foreign and Colonial Government Securities	£34,074,507
(b) Income disclosed by agents for dividends and interest of Foreign and Colonial Companies and Corporations	20,760,671
(c) Income disclosed by bankers and coupon dealers in the collection of foreign and Colonial coupons	15,090,819
(d) Income declared by persons, firms, or public companies from investments abroad without taxation at the hands of agents, bankers or coupon dealers	7,844,872
(e) Profits of Railways abroad owned and worked by British Companies managed in the United Kingdom	15,093,129
Total	£93,234,004

In order to get at the capitalised value of these investments Mr. CUNEOZZA MONEY in his *Riches and Poverty* took Government securities at 25 years' purchase and the other items in the above table at 20 years' purchase. If this basis be accepted we would get a total of £2,035,452,515 as the capital of the income disclosed in 1909-10 in the Income Tax schedules C and D. In addition to this huge sum the experts tell us that at least £500,000,000 should be added as representing private investments abroad not disclosed in those schedules, which brings the estimate of British capital invested abroad up to £2,535,452,515. The Inland Revenue Commissioners in their report for the year 1911-12 stated that the gross amount of assessed income from abroad, so far as it can be identified, for that year was £103,894,667. In addition to this amount a considerable sum arising from concerns operating abroad but under British management and financed by British capital is included under Schedule D, but is not separately distinguished. The Commissioners said the income from abroad continued to show a marked increase. In his Budget speech the Chancellor of the Exchequer said he hoped to get another quarter of a million pounds sterling from income-tax on investments abroad. It remains to be seen whether that hope will be fulfilled. Human nature being what it is, the increase in the tax is sure to whet the desire of the taxpayer to evade the tax collector.

A trading junk and a night-soil junk came into collision off West Point on Wednesday afternoon, and the trading junk was sunk.

A fish-dealer at Reclamation Street, Yau-mai, has complained to the police that his shroff collected \$500 and \$200 for him, in discharge of debts, and absconded with the money.

When the German mail steamer *Prinz Ludwig* was alongside the wharf at Penang recently, a European sailor engaged in painting aloft fell into the sea and was drowned. The body was not recovered.

The Hippodrome and Circus is drawing crowded houses every night, and this patronage is the surest indication of the excellence of the entertainment. The programme is pleasingly varied, and there are one or two distinctly original turns which are well worth seeing. There will be a matinee to-morrow afternoon, at four o'clock.

A Chinese met with an extraordinary accident on Wednesday. He was busily engaged at his trade on the ground floor of No. 16, Queen's Road East, when a knife fell on him from a cook-house on the second floor. He was removed to hospital on Wednesday, one suffering from a broken thigh caused by a fall, and another from injuries caused by jumping from a tram-car while the car was in motion.

At the Magistracy yesterday, before Mr. Melbourne, the Tack Yuen firm, of Lyndhurst Terrace, were charged with selling perchloride of mercury, while not being duly registered as pharmaceutical chemists. It appeared that Mr. McLeod of Messrs. Watson & Co., Ltd., visited the shop and purchased a bottle of perchloride of mercury, which the defendant ought not to sell. A man appeared on behalf of the defendant firm and said that they possessed a licence to sell photographic materials, and the perchloride was for photographic purposes. A fine of \$25 was imposed.

The payment of an interim dividend of one shilling per share free of income tax for the year ended 30th June, 1914, is announced by the Kailas Mining Administration.

It is announced in our advertisement columns that the business of Exchange and General Brokerage, hitherto carried on by Mr. D. H. Cooper under the style of firm name of Chinooy and Company, will in future be carried on by him under the style of Messrs. D. H. Cooper & Co.

ALL DOGS TO BE MUZZLED.

A Government Gazette Extraordinary was issued yesterday containing a regulation made by the Governor-in-Council requiring that every dog going abroad in the public thoroughfares or elsewhere shall be muzzled on and after May 20th until further notice.

A Police notice is also published notifying that a breach of the regulation will rendered the owner liable to a fine of \$100. It further gives a list of the places at which muzzles can be purchased at 30 cents each.

HONGKONG FOOTBALL ASSOCIATION.

The annual general meeting of the Hongkong branch of the English F.A. will be held at the Royal Engineers' Theatre at 6.15 p.m. on Wednesday next. Mr. Fred W. Eager (Hon. Secretary and Treasurer), in his report, states that the formation of the Branch appears to have been fully justified by events. The clubs have worked together harmoniously for the good of the game, and there has been an understanding between the leagues and other competitions—both on the field and off—that compares very favourably with the old order of things in the pre-Association days. The aim of the founders of the Branch was to weld disjointed and independent units into one strong consolidation of players working wholeheartedly for the playing of our national pastime in a clean, wholesome manner, and that object has been in great part attained. Every eligible club is in membership to the Association, and, with a maximum demand of three dollars from anyone, the balance sheet shows a very satisfactory credit balance of well over \$100 as a result of one year's working. Every effort will be made to benefit by the experiences of last season, and some needed reforms are being thought out. Very junior Clubs, both civilian and service, must be better catered for: possibly the status of the Hongkong League, Second Division, being adjusted to agree with up-to-date requirements.

CRICKET.

ANOTHER INTER-PORT TRIAL.

An interport trial match will take place on the Hongkong Cricket Club ground to-morrow between an Interport XI and the Rest, play to commence at 2 p.m. The following will take part:—

An Interport XI:—R. Hancock (Captain), R. N. Anderson, R. E. O. Bird, Lieut. Bagnall, R.G.A., K. R. Macaskill, Capt. Matthews, R.G.A., T. E. Pearce, E. B. Reed, G. R. Sayer, H. A. Stokes and Lieut. Pym, R.G.A.

The Rest:—D. E. Donnelly (Captain), Gunner Berry, R.G.A., J. V. Braga, R. Kennedy, E. S. Leigh-Bennett, G. E. Marley, Lance-Corpl. Morrish, R.E., F. J. de Rome, A. J. Stalker, A. R. Sutherland and H. H. Taylor.

STEAMER ON A REEF.

"DERWENT" MISHAP NEAR THE SULTAN SHOAL.

The steamer *Derwent*, commanded by Captain Jenkins, was reported in Singapore last week to be ashore on a reef near the Sultan Shoal. It was understood that she had come to grief in a heavy rain storm. Information as to exactly how the vessel is placed was not available and it remains to be seen whether she was badly piled up or whether it will be possible to float her off little the worse for the mishap.

The *Derwent*, of some 1,500 tons burthen, is chartered by the Saigon firm of Kim Ho. She was, it is understood, on her way from Penang straight through to Java ports when the voyage was brought to such a sudden stop.

INTERPORT GOLF AT SHANGHAI.

There is every probability of some keen games taking place at Kiungwan at the latter end of May, in connection with the Challenge Cup Competition. Tientsin, Hongkong and the Shanghai Junior Golf Clubs have all sent in the names of the golfers who will represent them, and they are as follows:

Tientsin:—Capt. Basil Hill, Lieut. Morgan, Mr. P. D. Bollen, Major Bliss and Dr. Irwin.
Hongkong:—Mr. Gardner, Mr. R. M. Camming, Mr. J. Clarke, Mr. T. B. Forrest, and Mr. T. W. Hill.
Shanghai Junior Golf Club:—Mr. F. Ferrier, Mr. J. Ross Young, Mr. E. Lawson Grey, Mr. D. McAlister and Mr. T. Murray.
The team for the Shanghai Golf Club has not yet been decided upon, but it is expected that Captain Barrett, Mr. P. Toobles, Mr. J. Devar and Mr. W. J. Hawkins will be four of the five chosen.

—V.C. Daily News.

TELEGRAMS.

[THROUGH REUTERS' AGENCY.]

THE HOME RULE CRISIS.

NATIONALISTS AND SUGGESTED FURTHER CONCESSIONS.

LONDON, May 14th.

The Nationalist Press is angry at the idea of further concessions, while the Ulster organs affirm that an election is the only solution of the problem.

Forty Liberal M.P.'s attended a private meeting convened by the Hon. Neil Primrose and Mr. Finnes to consider the Government's attitude toward the gun-running in Ulster. A Memorial was drafted for presentation to the Government expressing dissatisfaction at the impunity with which lawlessness is allowed to prevail in Ulster.

BIG DEVELOPMENT PROGRAMME IN THE F.M.S.

LONDON, May 14th.

At question-time in the House of Commons, Mr. McCallum Scott asked whether a Malay States Loan was impending, and whether it necessitated the earmarking of other funds intended to pay for a Dreadnought.

Mr. L. Harcourt answered that a loan of \$8,000,000 was proposed for railways and other public works. The heavy development programme undertaken in the Malay Peninsula rendered a loan unavoidable in any case, though it was obvious that the sums assigned to the States would be increased *pro tanto* to the Federation's commitments.

ANOTHER TRAGEDY OF THE SEA.

CAPTAIN SEES HIS YOUNG SON DROWN.

LONDON, May 14th.

The steamer *Turrethill* capsized off Southwold. One person was saved, and 14 are missing.

The Captain of the *Turrethill* was landed at Margate by H.M.S. *Implacable* yesterday. He states that his vessel sprang a leak and foundered while a boat was being launched, and his seven-year-old son was drowned before his eyes. The fate of the crew is unknown. The Captain was picked up four hours after the disaster.

KING GEORGE RECEIVES DR. MAWSON.

LONDON, May 14th.

Dr. Mawson, the Antarctic explorer, was given an audience at Buckingham Palace yesterday, and recounted his experiences in the Antarctic to the King.

EDINBURGH UNIVERSITY RECTORSHIP.

SIR EDWARD CARSON NOMINATED BY UNIONISTS.

LONDON, May 14th.

The Unionists at Edinburgh University have nominated Sir Edward Carson as candidate for the Lord Rectorship.

FIVE PILOTS DROWN IN BRISTOL CHANNEL.

LONDON, May 14th.

A pilot cutter was sunk in a collision in the Bristol Channel, and five pilots were drowned.

HOME TURF.

THE TETRARCH SCRATCHED FOR THE DERBY.

LONDON, May 14th.

The Tetrarch was scratched at 10.48 yesterday morning.

Mr. Persse, the trainer of the Tetrarch, telegraphed Captain McCallmont, the owner, advising the scratching of the Tetrarch for the Derby, as one of the horse's legs "filled" after galloping yesterday.

The betting on the Derby is:—6 to 4 Keenymore; 11 to 2 Black Jester; 7 to 1 Ambassador; 25 to 1 Durbar II.

NEW MARKET STAKES RESULT.

The following is the result of the race for the Newmarket Stakes:—

Coreys	1
Brakespear	2
Hapsburg	3

Five ran; won by a short head, three lengths dividing second and third.
Betting:—4 to 1 on Coreys; 20 to 1 against Brakespear; 10 to 1 against Hapsburg.

TELEGRAMS.

[THROUGH REUTERS' AGENCY.]

EAST AND WEST.

WELLINGTON, May 14th.

General Sir Ian Hamilton, in a speech at a civic reception, attributed the war precautions in Australia and New Zealand to the shortening of distances owing to the advent of electricity, aeroplanes, and high explosives. The Pacific Ocean was the meeting-place of the Continents, where it might be decided whether Asiatics or Europeans would guide the destinies of the world. He pointed out that the fine people in the Malay States were going down before cheap coolie labour, and China showed signs of breaking up. These were illustrations of fundamental changes.

Foreigners were invading British countries, where they lived on rice and monopolised business. This was a real danger.

GOVERNMENT HOUSE BURNED AT AUCKLAND.

AUCKLAND, May 14th.

Government House was burned yesterday, damage to the extent of \$6,000 being created. The Governor and General Sir Ian Hamilton were at breakfast at the time, and assisted the firemen and blue-jackets from H.M.S. *Psyche* to extinguish the fire. Their personal property was saved. Sir Ian Hamilton's bed was burned, as was also the floor of the Governor's room. The fire was probably due to the fusion of electric wires during the Vioregal Ball on the previous evening.

THE WAR IN MEXICO.

FIGHTING CONTINUES AT TAMPIOCO.

WASHINGTON, May 14th.

Admiral Badger reports that the battle at Tampico between Federals and Rebels continued yesterday, and the German and Dutch cruisers withdrew from the river.

THE MEDIATORS' PROPOSALS.

It is announced that the Mediators' proposals include the elimination of President Huerta and the establishment of a provisional government in which both Federals and Rebels would be represented.

Rear-Admiral Mayo reports that the Federals began to evacuate Tampico yesterday afternoon, after a fierce battle.

NEW YORK STRIKE SEQUEL.

GRADUATE SENT TO PRISON.

NEW YORK, May 14th.

As a sequel to disturbances on the 10th inst. at Calvary Church, in connection with the Colorado strike when Mr. Rockefeller, Jun., was present, a graduate at Harvard has been sentenced to six months' imprisonment.

HEAVY FRENCH LOAN.

PARIS, May 14th.

The issue of a French Loan of \$80,000,000 sterling is expected at the beginning of July.

CANADA'S NATIONAL PARK.

OTTAWA, May 14th.

An Order-in-Council assigns as a National Park an area of 85 square miles in the vicinity of Mount Revelstoke, British Columbia.

HOME COUNTY CRICKET.

LONDON, May 14th.

Middlesex beat Oxford University by 234 runs.

A GREAT CRICKETER DEAD.

LONDON, May 14th.

The death is recorded of Mr. Reginald E. Foster, the great All-England cricketer.

[The late Mr. Foster was a member of the great Worcestershire sporting and cricketing family, and captained England in Australia. He held the record for an individual Test match score, compiling 237 at Sydney during the 1903-4 tour. On his first appearance for the Gentlemen versus the Players at Lords, in 1900, he scored 102 not out and 138.]

THE HONGKONG SHORTHAND AND TYPE-WRITING BUREAU ANNOUNCES THAT IT IS NOW PREPARED TO UNDERTAKE ADDITIONAL CONTRACT WORK.

TELEGRAMS.

[“DER OSTASIATISCHER LLOYD” SERVICE.]

CHINA SERVICE.

SALARIES OF OFFICIALS.

PEKING, May 14th.

The Chancellery of the Secretary of State, in co-operation with Hsu Chi Chang, has decided that the salaries of the officials during the next ten months shall be reduced only by such amounts as the officials themselves shall propose.

EUROPEAN SERVICE.

RUSSO-ASIATIC BANK DIVIDEND.

BERLIN, May 13th.

The Russo-Asiatic Bank has again paid a 10 per cent. dividend.

FLOODS IN SIBERIA.

BERLIN, May 13th.

The floods prevailing at Tomsk in Siberia have endangered the railway line from Tjumen to Omak.

FUNERAL OF FRAU V. BETHMANN-HOLLWEG.

BERLIN, May 13th.

The interment of Frau v. Bethmann-Hollweg took place in the presence of H.I.M. the Kaiserin, the Crown Prince and Crown Princess, and Prince Eitel-Friedrich as representative of H.M. the Kaiser, and all the Princes and Ambassadors, amid tokens of universal sympathy.

ANTI-AUSTRIAN FEELING BY ITALIAN STUDENTS.

BERLIN, May 13th.

The Italian Premier sharply criticized in the Chamber of Deputies the manifestations directed by the students of the Italian Universities against Austria with relation to the late occurrences at Trieste.

THE CZAR AND AGRARIAN REFORMS.

BERLIN, May 13th.

H.M. the Czar, accompanied by Mr. Kriwotsechin, made a trip in an automobile to Cherson on the river Don, in order to convince himself of the effectiveness of Agrarian reforms. The opinion is expressed in St. Petersburg that the trip will have political consequences.

GERMAN SQUADRON IN SOUTH AMERICA.

BERLIN, May 13th.

The German squadron, homeward bound, met with very cordial receptions in the Brazilian ports.

RUSSIAN WAR MINISTER'S VISIT TO THE FAR EAST.

BERLIN, May 13th.

St. Petersburg papers report that General Suchomlinov has received the Japanese Ambassador in connection with the former's intended tour of inspection to the Far East. It is possible that General Suchomlinov and the Japanese Governor of Manchuria will meet at Harbin.

CZAR TO VISIT FRANCE.

BERLIN, May 13th.

Paris journals publish a statement that H.I.M. the Czar will visit Paris during the month of October.

THE EPIROTE QUESTION.

BERLIN, May 12th.

The negotiations begun at Corfu for a settlement of the Albanian-Epirote disputes seem to take a favourable turn, as President Zographos shows a conciliatory attitude.

SCIENTISTS MURDERED.

BERLIN, May 13th.

Bolivian Indians have murdered the members of the Erland-Nordenskjold Expedition.

THE GERMAN-TURKISH AGREEMENT.

BERLIN, May 13th.

Negotiations will soon begin at Constantinople on the points in the German-Turkish agreement which still remain unsettled.

THE KAISER.

BERLIN, May 13th.

H.M. the Kaiser has left Metz for Wiesbaden.

SUPREME COURT.

Thursday, May 14th.

IN ORIGINAL JURISDICTION.

Before the Chief Justice, Mr. H. H. J. GOMPERTZ.

AN ASSURANCE CLAIM.

The action was continued of Yan Cheung Shi v. the Sun Life Assurance Company of Canada. The claim was for \$3,000, upon a policy of insurance upon the life of Yun Ming Jor, alias Yun Sheung, who died on the 24th August, 1913. The statement of claim mentioned that plaintiff was, at the time of the making of the said policy, interested in the life of the said Yun Ming Jor.

Mr. Eldon Potter (instructed by Mr. W. B. Hind, from Mr. G. K. Brutton's office) was for the plaintiff, and Mr. F. C. Jenkin (instructed by Mr. Needham, of Messrs. Evans & Needham) represented the defendant Company.

The following special jury was empanelled:—Messrs. J. W. Bolles (foreman), Ho Kam Tong, A. Beattie, W. S. Bailey, J. E. Wright, H. G. White, and A. R. Lowe.

Two more witnesses were called before plaintiff's case concluded, including the elder of a village, who gave evidence as to adoption. He said that the adoption of deceased was not unusual. When a man could not adopt near relatives' sons he would adopt the sons of a distant relative.

A Chinese doctor stated that the assured died from pneumonia and not consumption.

Mr. Jenkin, in opening for the Company, said that the case for the defence was this: A man went into their office in 1910, and said he wanted to assure his life. The Company followed the usual custom. Questions were put to the applicant by the Manager through the interpreter; the applicant was asked about himself and his history, etc. The jury had the forms with the questions and answers before them. At the foot of the form appeared a notice to the effect that all the answers which were given must be true, and if it subsequently transpired that what the assured said was untrue, that he had vitiated the policy of the Company, then the warranty failed and the contract fell through. One of the questions asked the assured if he had any brothers. The answer to this question was "no," that he was the one and only child. The applicant was also asked if any of his relatives, uncles and aunts had ever died of consumption, or any other chronic lung disease. The answer to that was "no," and it was admitted on the pleadings that he said he had no relatives who had died or suffered from consumption, although it was obvious that the man thoroughly understood what was being asked of him. They had now found that the assured had two brothers, and both had died from consumption, and on this ground he held that the contract fell through. It was alleged that the Company's interpreter put something down which was not said by the applicant and that he did not read back to the applicant all that he had written down. However, he (Counsel) would show that that was not so. The Company's pleading was that when the assured said he had no brothers he told an untruth, and the law was that if this did happen, even if the man acted fraudulently innocently, then the contract fell through. It was also a rule of Assurance Companies that when the slightest indication of fraud made itself evident then they must go the whole "hog" and say there was fraud. That was fair to the public and also to the shareholders. It was vital to the man's securing a policy that he should say he had no brothers, and he, realising this, said he had none and so swore fraudulently. He also asked the jury to disbelieve the evidence of the deceased's wife, and also of this venerable old man, who was capable, though old, of telling untruths.

The interpreter of the Company was then called and said that when he asked deceased if he had any brothers he replied that he had not. The wife of deceased also said that he died from "consumption of the lungs." The reason witness used the word consumption, which the woman understood, was because she said that her husband had "coughed until he died." This was read over to her.

Dr. C. Forsyth spoke to having prepared the report produced relating to the medical examination of the deceased. Witness said he gave certain questions to the Company's interpreter, who in turn presented them to the insured. The latter said he had neither sisters nor brothers. He knew sufficient Chinese to enable him to understand "no" in answer to a question.

Mr. Jenkin then asked if the symptoms mentioned by certain witnesses, "spitting, cough, and blood," were such as would lead him to suggest what was the cause of death.

Dr. Forsyth replied—That is asking me a very big question. The symptoms might go to show acute bronchitis, also pneumonia and consumption, or any acute infectious disease.

Leaving out acute infectious disease, would not chronic lung disease come in?—Yes, of course, and under that head comes consumption, and acute bronchitis. Pneumonia is not a chronic lung disease, but it is a lung disease.

Would you say that if a man is adopted into a family which, for the purposes of argument, had a consumptive history, that would lay the adopted open to possible attacks of consumption?—And assuming for the present that the adopted, before he was adopted, was a "good life," and that three and five years ago two people in the family to which he was being adopted had died of consumption?—Well, he has the same chance of contracting phthisis as anyone else in the house. You cannot say that because two people had died three and five years ago that the man became infected by those who had died. He would run no more risk than the others.

Now, I am the man going to be adopted. I have got a father, and that father has got a cousin. Now I am going to be adopted to this first cousin who is already dead—do you follow? (Laughter.)—It is somewhat intricate, but I think I can follow.

Assume there are two families, the one man is in one family and the other, the first cousin, is in the other. Now the first man "A" has got a son, and he wants to adopt him to his cousin "B," and he accordingly, assuming these facts are true, adopts him into the family, and some members of that family have died of consumption.

Dr. Forsyth—But are the other members of the family healthy?

His Lordship—No, they are all dead. (Laughter.)

Mr. Jenkin—They are all dead, but I am asking you, Doctor, to assume they died from consumption.

Dr. Forsyth—But in the first house he is going to they are all healthy?

Mr. Jenkin—No, they are all dead. (Laughter.)—Then I cannot see how the man can become infected. (Laughter.)

Mr. Jenkin—He is adopted to dead men. (Laughter.) They are all dead, and two of the people have died of consumption as recently as three and five years ago. I assume that in the event of being adopted into that family the only persons he will come into contact with are corpses. (Laughter.)

His Lordship—You have not proved that there is no evidence upon that. (Laughter.)

Mr. Jenkin—A man was adopted by another man into a relative's family which had a consumptive history. Now would that affect the adopted man's health, assuming that at the time of his adoption he was a perfectly healthy life?—I can only give the same answer; he runs no more risk than anyone else. You say the family are all dead; how do you suggest he could be infected if he did not come into contact with them? (Laughter.)

His Lordship—Would the fact of him being adopted into a family, members of which have died many years ago from consumption, have infected him?—No.

Mr. Potter then asked—In the ordinary course of your profession, Doctor, can you conceive any worse basis for making the statement, put forward by my learned friend? Would you care to make a diagnosis on such statements?—It would be only guesswork.

Mr. Jenkin—But one such symptom being put before you, would you consider it unreasonable for a layman to assume that the disease from which the man died was consumption?—That is quite another point.

Mr. Potter then contended that up to the present the other side had not done anything which would show that the assured had two brothers, and that because he said he had not he had sworn fraudulently. He did not care anything about the adoption. He said there were no brothers, and it was for his friend to prove that there were two brothers.

Mr. Jenkin said he intended calling more expert evidence, but it was impossible for him to do so until the following day.

The hearing was subsequently adjourned until to-day.

IN SUMMARY JURISDICTION.

Before Mr. F. H. HAZELAND, Puisne Judge.

CLAIM AGAINST DOCKYARD EMPLOYEE.

Lo Chui Fan, trading under the style of the Pun Store, v. S. MacKnight, of the Naval Yard. The claim was for \$1,064.71 balance due for goods sold and delivered. For the purposes of jurisdiction the plaintiff abandoned the sum of \$36.71, and thus claimed \$1,000.

Mr. Norrington (from Mr. G. K. Brutton's office) was for plaintiff, and Mr. Crowther Smith defended.

Mr. Norrington, who had the case adjourned a week ago owing to the absence of an essential witness, said that this witness, who was the old manager of the firm, was still away in Canton. However, as his Lordship had ordered it, he would call what evidence he had. In the hearing of plaintiff's case his Lordship considered more evidence was necessary, perhaps an opportunity would be afforded him of securing that evidence upon commission, or of getting the manager down from Canton, who was a most essential witness in the plaintiff's case.

His Lordship ordered the case to proceed. Mr. Norrington said there was no dispute as to the value of the goods supplied, but there was a difference of opinion as to certain correspondence, and evidence as to defendant's liability for the orders which were given for the goods, and as to the conduct of his employee, if the latter was an employee. The account was for goods supplied to the Naval Dockyard Mess of which defendant was president.

Mr. Smith explained that his case was that defendant as president of the Naval Yard Mess had employed a cook who was looked upon as a steward. To him so much money was paid by each member of the mess with which he was purchasing all the provisions and supplies. He (Mr. Smith) contended that the contract was between the cook and the Pun Store, and not between defendant and the Pun Store. Defendant had nothing to do with the ordering of the goods at all.

An accountant at the Pun Store admitted that the cook came to the store for the groceries, etc., but that all the accounts were rendered to MacKnight.

After further evidence had been called for the plaintiff the hearing was adjourned for another week.

COMPANY MEETING.

THE HONGKONG ELECTRIC COMPANY LIMITED.

The 25th ordinary yearly meeting of shareholders was held at the Company's offices, St. George's Buildings, yesterday, the Chairman of Directors (Mr. J. W. C. Bonnar) presiding. There were also present:—Sir Paul Chater, C.M.G., the Hon. Mr. D. Landale, and Mr. S. H. Dodwell (Directors), Hon. Mr. E. Shollin, Father Robert, Dr. Noble, Messrs. A. H. M. da Silva, Leung Yan Po, O. Baptista, L. O. Ozorio, To Tso Hing, Leung Wing Sang, and A. Chew, with Mr. F. Graham (Manager).

The Manager having read the notice convening the meeting,

The CHAIRMAN said:—The report and accounts, together with the auditors' certificate, having been in your hands for some days, I will with your permission take them as read. The result of the year's working, I am sure, you will consider as very satisfactory. The balance of profit and loss account exceeds that of the previous year by \$33,000, but, in view of what I will refer to later, your directors do not consider it advisable to recommend a higher dividend than \$1.50, and to make ample allowance for depreciation and a substantial addition to reserve.

I trust their recommendations will meet with your approval. You may have noticed in the statement of accounts that sundry debtors stand at \$160,387.41. This is a large amount and is represented by a little more than two months' current consumed and material supplied. Since closing the books about \$140,000 has been collected. At our last meeting I informed you that we had placed orders for two more Diesel engines. One of these is now running on full load, and the other is in course of erection. In view of the increasing demand for electric current, your directors have for some considerable time past had under their serious consideration the advisability of obtaining another suitable site on which to erect a station. Our present site is only capable of development to a limited extent, and at our present rate of expansion the limit is likely to be reached in the course of the next few years. Your directors, therefore, consider it is essential that we should make every provision for the future, and I am pleased to be able to report that negotiations are already in progress, and will, I trust, soon be completed for the purchase of a suitable site with a water frontage, which should be capable of development to meet the wants of the Colony for all time. This will involve a large expenditure, both for land, buildings, and new machinery, as it is contemplated putting down a steam turbine plant. Our Diesel engines, however, will not be dispensed with, as you will readily realise that the changing of a station such as ours must be done gradually, and the Diesels will be required for some years to come to cope with the demand for current, and even after the installation of the steam turbine plant they will be a very useful adjunct to that plant. In view of these extensive alterations and additions, it is necessary that we should husband our resources, hence the \$1.50 dividend—with which, however, I think no shareholder can reasonably grumble—and the liberal allowance for depreciation and reserve. It will also, I think, be necessary to increase our capital at no very distant date, but shareholders will receive due notice of the decision of the directors, and their interests will be fully protected.

As in previous years, when the directors have seen that they could well do so, a reduction has been made to consumers dating from 1st May, due notice of which has been given in the Press and also by circular. As heretofore, substantial discounts are also given according to the amount of current consumed.

The CHAIRMAN then proposed the adoption of the report and accounts.

The Hon. Mr. E. SHOLLIN, in seconding, said:—Investors in this Company must be extremely gratified at the excellent report by the directors, and I feel sure that they fully approve of the sound distribution of profits.

As the science of electricity is making steady progress, constant expenditure is necessary in order to keep up to date. I therefore think that it is imperative on the part of the directors to follow the sound policy of making ample provision for depreciation. It is very satisfactory. The interests of the consumers have not been neglected, and they are rightly participating in the prosperity of the Company. I have great pleasure in seconding the adoption of the report and accounts.

The motion was carried unanimously. On the "Proposition" of Dr. Noble, seconded by Mr. Leung Yan Po, Sir Paul Chater, and the Hon. Mr. D. Landale were re-elected directors.

Messrs. A. C. Hynes and F. Matfield were re-appointed auditors, at a remuneration of \$100 each, on the motion of Mr. BAPTISTA, seconded by Mr. Ozorio.

The CHAIRMAN—That is all the business, gentlemen. I thank you for your attendance. Dividend warrants will be ready to-morrow, and can be had on application at the offices.

BETWEEN FOUR CAPITALS.

KWEIYANG TO YUNNANFU.

(CONTINUED).

EN ROUTE AGAIN.

A cold, dull, dreary morning with low-hanging clouds over the surrounding hills—typical Kweichow weather—marked our departure from the Capital, where we had spent a month, thanks to the charming hospitality of the Postal Commissioner, which was such that when the time came to depart on the last stage of our long journey it was with a feeling of regret that we packed up our belongings, and turned our faces once more westwards towards Yunnan.

LES PERES FRANCAIS.

The French Fathers—of whom there are about a dozen in and around the Capital—were the most hospitable I have as yet met in all my travels in Western China.

They offer their best Bordeaux and cigars, and in every way their cheerful society makes one of the most pleasant breaks in these long and arduous trips. One can but bring away the most pleasant memories of fine, broad-minded intelligent men who devote their whole lives to an uphill task amongst a poor, opium-addicted people. These Roman Catholic Missionaries have several very large schools, and a fine church built of white stone, with a pagoda-like clock tower, the chimneys of which in the early morning remind one of the old Mission bells which are such a pleasant feature of life in the Southern Californian towns of Santa Barbara and Monterey. They tend to give Kweichow quite an air of mediocrity. There are over fifty of these Jesuit priests scattered throughout the province, and it seemed wonderful to me how they maintain their always cheery bearing in such a dreary poverty-stricken province, where the climate is such that one can never shake off that feeling of lassitude and depression, which hangs over one like a pall, as it were, and which never leaves until the plateau of Yunnan is reached. Here the air is much more dry and invigorating, resembling the climate of Colorado in this respect.

KWEIYANG.

The Capital, although containing about the same population as the neighbouring provincial Capital—Yunnanfu—differs greatly in that it suffers from congestion, squeezed as it is between two ranges of bare, conical-shaped mountains. It consists of two white stone walled cities, the Old and the New, with a small stream running by the South-western end of the Old City. The entrance to the West Gate is made over a very fine white stone bridge of four spans, lined with stalls of peripatetic pedlars, displaying all kinds of fancy goods for sale. The approach to this bridge for over a mile is made through a long lane of *pei tang* or white stone memorial arches, which are an unusual architectural feature in this province. The New City is the residential quarter proper, the Old City consisting solely of long streets with very fine shops, well stocked with all kinds of foreign and cheap fancy goods drawn from Hankow via the Yunnan River, suitable for poor people, who throng and jostle one another in the busy streets day by day.

THE START.

I have always found, in my travels in this part of China, great difficulty in getting the *mafoos* to make an early start on the first day of a long prospective trip, although we were fortunate in this instance in securing a Yunnan caravan, the *mafoos* of which hailed from Ku Tsing Fu, a district in the extreme eastern part of Yunnan, famous as the breeding ground of this hardy little Yunnan pony. These Yunnan *mafoos* can always be depended upon to rise early, as they are not so addicted to opium as their neighbouring provincial counterparts, who find it very difficult to shake off the early morning effects of overnight pipe dreams; and consequently are always late in starting in the morning. As these roads are such that, for the convenience of travellers, only one stage can be comfortably accomplished in a day, the importance of arriving at an inn before dark can only be appreciated by those whose knowledge of Chinese inns and their wretched accommodation in these parts is first hand. Experience is a great teacher in this part of the world. Many times in earlier travels I have arrived at one of these wretched inns stages after dark, with every bone aching after ten hours in the saddle over an execrable road—the result of a late start—and found every inn closed and the inmates gone to bed, and impossible to get either hot water for a wash, or even red rice and cabbage, the staple diet of these people, and have gone to bed on a diet of a tin of sardines and biscuits. After being ten to twelve hours in the saddle ascending and descending mountain trails all day over treacherous greasy roads, this kind of thing tends to make one appreciate the importance of starting as soon as the first glimmer of dawn appears in the sky.

After leaving Kweichow the road winds through a sparsely populated region over and between low-lying hills, covered with coarse grass and brushwood covering an immense tract area, the mines of which, lying some ten miles westward, supply the provincial Capital with fuel. One meets numbers of coolies and ponies all day long the first day out—practically the only traffic on the road. After a cold luncheon at midday—the first day out—the *mafoos* "outspan" to rest and feed

the mules, which are allowed to graze for a couple of hours on the hillside, whilst the *mafoos* gather some fuel to cook some rice. When it rains, by the way, they get nothing to eat at midday, as it is impossible to light a fire, and when it snows they do not stop at all, but keep plodding on, now and again rescuing a mule which has slipped down a gully. The sun came out, and we were able to see Kweichow at its best. Signs of Spring were everywhere apparent. A long lane of budding Hawthorn trees, passing through numerous small villages, half hidden by blooming fruit trees, peach, pear and plum, with a multiplicity of curious bell-shaped outstanding mountain peaks, some of which were capped with pagoda-like temples, perched like eagles' nests some 500 to 600 feet in the air, marked our descent through a narrow valley sheltering fields of yellow flowering rape, leading up to the District City of Ching Chen. In this part of the world cultivation is confined to the neighbourhood of towns and villages, the meagre population of which are seemingly content to exist on the products of patches of rice and wheat in their season.

A MIAOTZ REGION.

Ten miles farther on an old three-span stone bridge crosses a mountain stream—a tributary of the West River—which flows southwards through a grass covered plain, interspersed with conical-shaped hills, partly covered with brushwood and bracken. Then past the District City of An Ping—by repute the poorest city in the province—and through a region inhabited solely by aborigines of the Miao tribes, whose Pueblo-like stone dwellings are perched on almost inaccessible mountain tops, where they were driven by the Chinese troops during the civil war which prevailed in Kweichow some sixty years ago.

RUINS OF FORMER MIAOTZ DWELLINGS.

Everywhere in this region, on almost inaccessible mountain peaks, remains of stone-walled forts and dwellings bear eloquent testimony to the fierce struggle that took place. One can imagine these poor savages retreating into these forts with their goods and chattels, when at last brought to bay, for safety, and bidding defiance to their oppressors, until they were finally slaughtered and scattered by force of the superior weapons with which the Imperial troops were armed. These, so the Miao still say, were supplied to them by foreigners; otherwise the fortune of war would not have gone so badly against them, as they offered a stubborn resistance for a period of over five years. Poverty reigns supreme everywhere. This region discloses nothing but devastated former Miao villages; at one time the happy hunting ground of a peaceful pastoral people, but now nothing but heaps of ruins harbouring hordes of beggars, whose cries one hears all day long. The road leading up to An Shun Fu—some three days westward from the Capital, and the only large market town and mart in the whole of this region, and centre of a large Miao population—passes through villages of the non-Chinese type. The walls of the houses are built of loose rectangular white stones, while the roofs are composed of broad white stone slabs, some two feet square and about an inch in thickness. These villages viewed from a distance in the sunlight have the appearance of being under snow, and at this time of the year, nesting amongst surrounding flowering fruit trees, make quite a picturesque scene. The inhabitants are, however, of a degraded race, being a mixture of Chinese and Miao, the result of intermingling with the Chinese soldiery after they were finally conquered. They also affect a semi-Chinese costume.

THE MIAOTZ—CHILDREN OF THE SOIL.

This non-Chinese race which was before the Civil War the most prosperous in Kweichow, but now a much oppressed and decadent people, form some three-fourths of the aboriginal population of the province. They are now divided into some fifty or so different tribes, scattered throughout the length and breadth of the province. These different aboriginal types, although evidently of the same origin and language, are now only distinguished by the different styles of dress they affect, some of which are very picturesque, offering as they do such a contrast to their ragged Chinese prototypes. Another semi-Chinese race found in Southern and Northern Kwangsi, the Ikms or Chung-kias; principally the descendants of former Chinese soldiers who settled here when Kweichow was subdued by the Chinese—must not be confused with the Miao. They are of a much higher stature, more sturdy and of much darker complexion than the Miao—resembling the Shans in this latter respect—and although discarding the long gown, affect the Chinese style of dress. The women, however, wear a different head-dress from that of the Chinese women. Taking advantage of the Mohammedan rebellion in Yunnan, the Miao rose up against the Chinese, on account of alleged extortion and cruelty on the part of the latter, but they were massacred by the Imperial troops, and scattered to the mountain regions, where they dwell to this day. After the Civil War many of the soldiers took Miao wives, and this intermingling has produced a semi-Miao type which forms the extremely poor degraded race. They now occupy the land and villages of the former prosperous Miao peasantry—the original sole inhabitants of Kweichow—helping more than anything else to isolate the many Miao tribes which now only occupy the most inaccessible mountainous regions. In Yunnan the Miao are now nomadic pastoralists, as they are seldom found in large numbers together. It is considered that the Japanese are descendants of the Miao tribes who emigrated from South China to the islands of the North, and even to-day, the striking similarity in their stature, facial characteristics, and the kimono-like garment worn both by the males and females, especially of the Shui Tso Miao tribe, which one sees in the neighbourhood of An Shun Fu, lends strongly towards some belief in this theory, in spite of the present generally accepted Japanese mythological historical belief in their origin.

THE MIAOTZ TRIBES.

Of the four chief families of the aboriginal races now inhabiting Kweichow, viz., Miao, Yao, Tung, Chang, the Miao are the most numerous, and although there are upwards of fifty different tribes scattered throughout the province, they may now be divided into three classes, after the colour of their dress:—Peh-Miao (White Miao); Hui-Miao (Black Miao); and Hwa-Miao (Flowery or civilized Miao).

THE HWA MIAO.

The Hwa Miao, so-called from their fancy-coloured costumes and different styles of head-dress peculiar to each tribe, may be sub-divided into five principal branches. The Hwa-Tao Miao, affecting a fancy-coloured style of head-dress; the Ching Miao, wearing a green kimono-like garment; the Shui Tso Miao, affecting a peculiar style of hair-dress, and also wearing a kimono from whom the Japanese are said to be descendants; and the Ya Chiao Miao, affecting a black winged-shaped style of head-dress; and many other tribes distinguishable only by the Miao themselves, chiefly by the many different styles of hair or head-dress, and fancy-coloured costumes worn by the women of whom the style of coiffure of one tribe resembles in many ways that of the Annamite women of Indo-China. It is coiled up and wound round the head, the end being tucked in near the ear and about six inches hanging down on the left side, being kept in position by a painted semi-circular wooden comb made by the Miao themselves. Most of the Hwa Miao tribes are scattered over the Middle, South and South-western portion of the province. They are all, however, branches of the same stem, speaking somewhat different dialects of the same language.

THE PEH MIAO.

The Peh or White Miao wear a white cotton kimono-like garment, with white turban and pottles of the same material. They are the less numerous of all the Miao tribes, and inhabit the region to the South-West of Anshun-fu.

(Continued on page 5.)

INTIMATIONS

CHS. J. GAUPP & CO.

WATCHMAKERS

AND

JEWELLERS.

SURVEYING AND NAUTICAL INSTRUMENTS.

ZEISS PRISM BINOCULARS.

SUN GLASSES.

SILVER AND PRINCE'S PLATE.

Representatives—

MAPPIN & WEBB, LTD..

LONDON.

ALEXANDRA BUILDINGS,

CHATER ROAD.

CALDBECK,

MACGREGOR & CO.

(ESTABLISHED 1864).

SOLE AGENTS FOR

FALCON

PILSENER BEER

A PURE LIGHT GERMAN BEER

FROM THE PILSEN DISTRICT,

POSSESSING ALL THE DELIGHTFUL

CHARACTERISTICS OF SUCH BEER.

PER 1 DOZ. QUARTS. \$3.00

" " " PINTS ... 2.00

(Plus Government Duty for Local Orders.)

NOTICES

Communications, respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for cash.

NEW ADVERTISEMENTS

NOTICE

NOTICE IS HEREBY GIVEN that on and after the date hereof the Business of Exchange and General Broker and Storage, heretofore carried on by me under the style or Firm of Messrs. CURRY & COMPANY at No. 38, Queen's Road Central, Victoria, Hongkong, will be carried on by me under the name and style of Messrs. D. H. COOPER & COMPANY at the same address.

Dated 15th May, 1914.

D. H. COOPER.

[708]

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

Payment of Interim Dividend on Shares for the year ending 30th June, 1914.

THE Board having declared an INTERIM DIVIDEND OF ONE SHILLING per Share, free of Income Tax, for the year ending 30th June, 1914, Holders of Bearer Shares and Holders of Dividend Warrants received from London on account of Registered Shares, will be paid their Dividends on presentation No. 3 Coupon of the Bearer Shares, and Dividend Warrants on Registered Shares, to either of the following Banks at Shanghai or Tientsin:—

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

THE RUSSO-ASIATIC BANK.

THE BANQUE BELGE POUR L'ETRANGER.

The Payments will be made in either Dollars or Taels as the Holder may wish, at the buying rate of exchange of the day.

GENERAL MANAGER, KAILAN SHING ADMINISTRATION, Hongkong, 15th May, 1914. [709]

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

WE are prepared to conclude Contracts for Perpetual Work.

We Guarantee our Qualifications, but ask our Price, which is standard and reasonable.

Bring us up and come to an arrangement before the chance is lost.

H. E. VICTOR,

Manager,

6, Des Vaux Road Central (First Floor).

Telephone No. 650.

Hongkong, 15th May, 1914. [710]

GLEN LINE.

(McGREGOR, GOW & CO.), LTD.

THE Steamship

"GLENHORN" (Capt. W. L. HARTNELL) FOR LONDON, HULL AND ANTWERP.

The above Steamship will be despatched for the Ports named on or about 18th May.

S.S. "GLENHORN" (Capt. F. T. JONES), FOR LONDON, HULL, ANTWERP AND AMSTERDAM.

This Steamship will be despatched for the above Ports on or about 28th May.

Saloon Passage, HONGKONG to LONDON, £40.

For freight or passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 15th May, 1914. [609-711]

RADIUM THERAPY.

We can Supply

RADIUM BROMIDE

for the treatment of Cancer and Skin Diseases, such as Lupus, Naevi, Angioma (Port-wine-stain), Warts, etc., and anybody wishing to be so treated by his Doctor should communicate with him, or ask us for further particulars.

A. S. WATSON & Co., Ltd.,

Representing—

WERNER RUDENBERG & Co.

(Shanghai).

(RADIUM-HEIL-GESELLSCHAFT m.b.H., Berlin).

[641]

RADIUM EMANATION THERAPY.

WE herewith beg to inform the Public that we have made arrangements with

MESSRS. A. S. WATSON & Co., Ltd.,

and

MESSRS. THE MEDICAL HALL

to Supply our

SAUBERMANN RADIUM

EMANATION GENERATORS

on a Doctor's Prescription. The Generators have been made by the RADIUM-HEIL-GESELLSCHAFT m.b.H. of Berlin, and they have all been attested to by the IMPERIAL GERMAN TECHNICAL-PHYSICAL TESTING INSTITUTE at Berlin.

Clinical literature and further details may be had on application to the above-named Firms.

WERNER RUDENBERG & Co.,

Shanghai,

Sole Agents for Hongkong and China

for the

RADIUM-HEIL-GESELLSCHAFT

m.b.H., Berlin.

[642]

INTIMATIONS

METAL IMPORTERS OF HONGKONG.

NOTICE IS HEREBY GIVEN that a MEETING of METAL IMPORTERS will be held at the SECRETARY'S OFFICE, HONGKONG GENERAL CHAMBER OF COMMERCE, GOVERNMENT BUILDING, on MONDAY, 18th May, at 4 p.m., for the following purposes:—

1. To consider the present state of the Metal Trade in Hongkong.
2. To consider the advisability of forming an Association of Metal Importers.

By Order, E. A. M. WILLIAMS.

Hongkong, 18th May, 1914. [700]

NOTICE

ROYAL HONGKONG GOLF CLUB.

ANNUAL GENERAL MEETING.

NOTICE IS HEREBY GIVEN that the ANNUAL GENERAL MEETING of the HONGKONG GOLF CLUB will be held at the Club House at HAPPY VALLEY, on MONDAY, the 18th day of May, 1914, at 5.30 o'clock in the afternoon, for the purpose of receiving the Report and Statement of Accounts for the Year ended 31st December, 1913.

By Order, K. M. CUMMING,

Hon. Secretary, Hongkong, 9th May, 1914. [684]

LEE AND COMPANY.

THE CREDITORS of the above-named Firm are required on or before SATURDAY, the 23rd of May, 1914, to send their names and addresses and particulars of their Debts or Claims to the Undersigned, the Receiver and Manager of the said Firm.

J. HENNESSEY SETH,

Receiver and Manager, Hongkong, 12th May, 1914. [698]

SOCIÉTÉ DES PULPES ET PAPETRIES DU TONKIN.

NOTICE OF MEETING.

SHAREHOLDERS of the above Society are hereby summoned to an EXTRAORDINARY GENERAL MEETING to be held at the Head Office of the Company, No. 21 Rue Jules Ferry, Haiphong, on MONDAY, 25th May, 1914, at 3 o'clock P.M.

Objects of the Meeting:—

To authorize an issue of 2,000 New Preference Shares of \$50 each in place of an issue of 3,300 New Preference Shares of \$50 each previously notified.

By Order, LOWE, BINGHAM & MATTHEWS,

Local Secretaries, Hongkong, 1st May, 1914. [686]

IN THE SUPREME COURT OF HONGKONG.

COMPANIES (Voluntarily Winding-up).

IN THE MATTER OF THE COMPANIES ORDINANCE 1911.

and

IN THE MATTER OF THE PAN HING HOTEL COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the PAN HING HOTEL COMPANY, LIMITED (司公限有店酒興賓), will be held at Messrs. U. BUNJAHN & Co.'s Office at No. 6, Des Vaux Road Central, Victoria, in the Colony of Hongkong, on FRIDAY, the 28th May, 1914, at 2 o'clock in the afternoon, for the purpose of confirming the following EXTRAORDINARY RESOLUTION as a SPECIAL RESOLUTION, that is to say:—

"That the Company be wound up voluntarily and that Mr. LO WAI SUN (呂蔚文),

Manager of the Company, be and he is hereby appointed Liquidator for the purpose of such winding-up."

Dated the 14th day of May, 1914.

By Order of the Board, LO WAI SUN,

Manager, [705]

UNIVERSITY OF HONGKONG.

MATRICULATION EXAMINATION.

NOTICE IS HEREBY GIVEN that a MATRICULATION EXAMINATION will be held on the following dates:—

JULY 13th—18th, 1914.

Candidates must send in their names to the Registrar, with the fee, not later than one month before the date of the Examination.

Examination Fee \$10.00 (Hongkong Currency).

Forms of Entry and all particulars may be obtained on application to—

THE REGISTRAR,

The University of Hongkong, Hongkong, 11th May, 1914. [689]

WANTED.

TENDERS for STEEL FRAME WORK

for Cooles Lines. Detailed plans on application.

Also a quantity of Old Corrugated and Bar Iron, a Horizontal Steam Engine 20 HP and a Circular Saw Bench.

Address—

GENERAL MANAGER, PULAU BULANG RUBBER & PHOSPHATE CO., LTD.,

Pulau Bulang,

Care of Messrs. BERN, MEYER & Co., Ltd., Singapore. [704]

NOTICE.

MR. AUGUST METZLER, having left

on employ by Mutual Consent, CEASES

to Sign our Firm per Procuration.

We have this Day authorized MR. ALBERT NATHANSON, MR. FRANZ WEGMANN

and MR. LUDWIG VICTOR LANGSTEIN

to Sign our Firm per Procuration.

ARNHOLD, KARBURG & Co.,

Hongkong and Canton 6th May, 1914. [677]

INTIMATIONS

LANE, CRAWFORD & Co.

TELEPHONE 97.

GENTLEMEN'S SHIRTS

THE FABRIC

is Best Zephyr, light in weight,

strong in texture

THE DESIGNS

are the newest effects in Shirtings and

Comprise a variety of Neat Stripes

in all colours. The Dye is the best

obtainable.

THE FINISH

is the best while the shape is fully

fashioned by expert London Shirtmakers.

THE PRICE:

WITH STIFF CUFFS ...

\$3.00 and \$4.00

OR

SOFT DOUBLE CUFFS ...

\$4.00

THE "CRAWFORD"

DOUBLE COLLARS

IN 1, 1 1/2, 2, 2 1/2 INCHES DEEP.

ALL SIZES \$4.50 PER DOZ.

LANE, CRAWFORD & Co.

[68]

THE NAME

REMINGTON

STANDS FOR

The Longest History.

The Widest Experience.

The Greatest Manufacturing Resources.

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The Largest Selling Organisation of any concern in the Typewriter Business.

From every angle and from every point of view the REMINGTON qualities are the "Recognized Leader Among Typewriters."

First and ALWAYS.

Official Typewriter of the Panama-Pacific International Exposition.

REMINGTON

TYPEWRITER COMPANY

(Incorporated).

SIEMSEN & CO., SOLE AGENTS for

Hongkong, Canton, South China and Formosa [54]

HAVE YOU USED

KAMINIA OIL?

(Registered).

THE WORLD'S FAVOURITE

HAIR OIL.

For Beautifying and Increasing the Growth of the Hair, for preventing its falling off, for restoring it to its natural colour, for making it silky, pliant and lustrous, and for keeping the brain cool and refreshed. No other Hair Oil can approach it in perfection. It has, besides, the most delicate and charming perfume.

TEST IT FREE.

A sample phial will be sent free of charge to all who write for it.

PRICE ... 80 Cents a bottle, nett.

Can be had from all Universal Providers and other principal dealers in the Colony or from the Sole Agent, CHAO CHUCK WAN, No. 8, Yee Wo Street, Hongkong.

Sole Proprietors—

KAMINIA PERFUMERY COMPANY,

Bombay, India. [667]

THE CHINA IMPORT AND EXPORT LUMBER CO., LIMITED.

ARNHOLD, KARBURG & Co.,

General Agents.

WE HAVE This Day Opened a

LUMBER YARD AND OFFICES

at North Point next to the Kwong Sang Hong Glass Factory.

The sailing Vessel "JAMES TOWN" has arrived with a well assorted Cargo of about 14 Million sup. ft. of

Oregon Pine,

Planks, Timber, Floorings and Spars.

Prices will be quoted on application.

All Correspondence please address to—

THE CHINA IMPORT AND EXPORT LUMBER CO., LTD.

Letter Box No. 420. Telephone No. 1710.

Hongkong, 14th April, 1914. [659]

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED

MASSEUSE (with diploma in

Physiology and Anatomy), will be pleased to give Massage, under medical supervision.

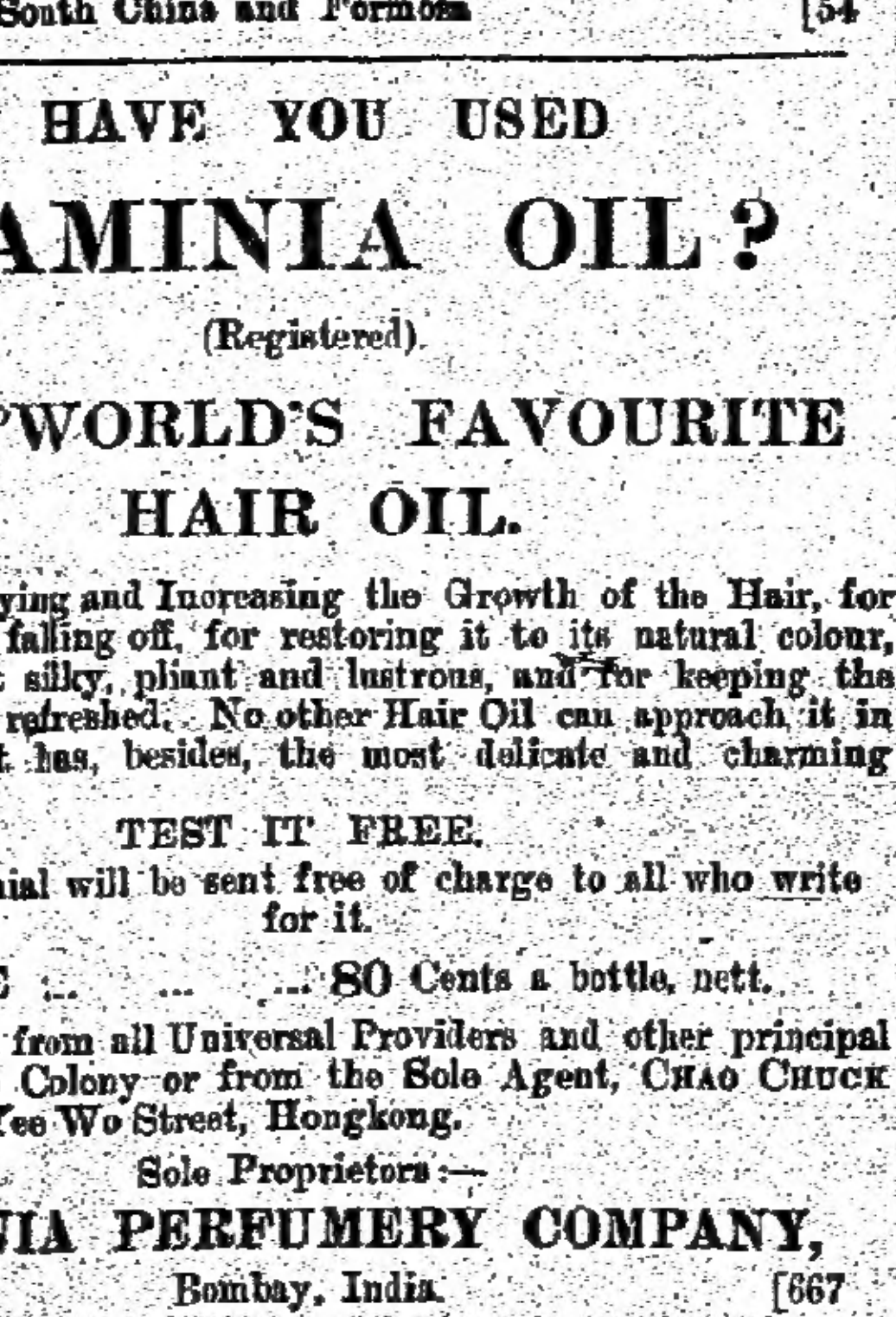
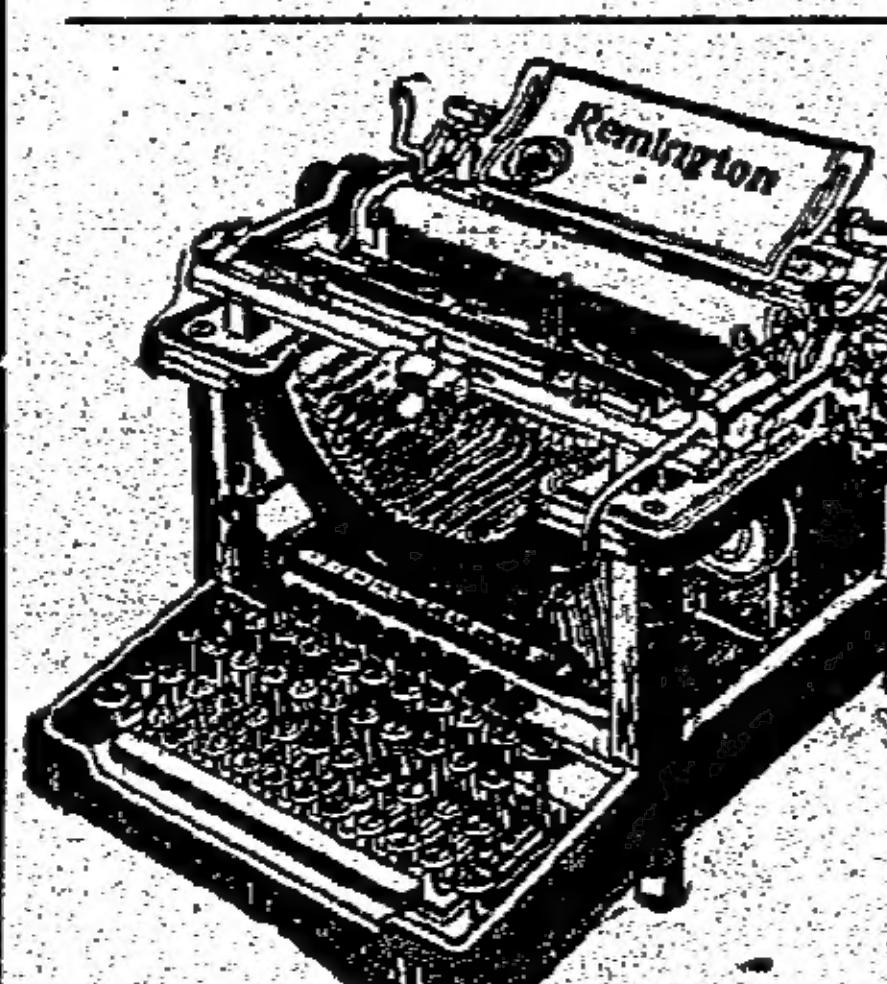
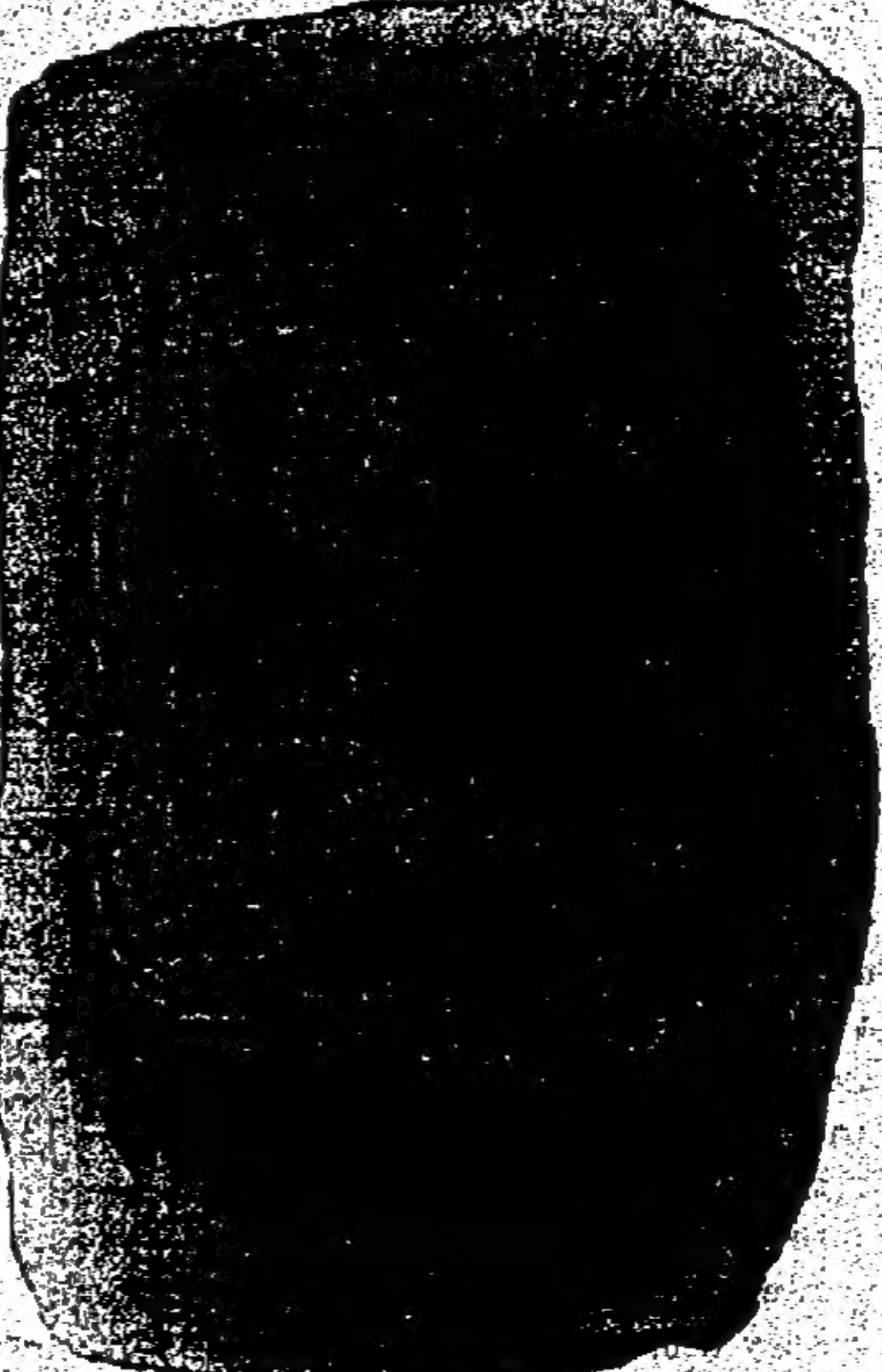
Address—

NOMURA HOTEL,

15, 16 and 17, Connaught Road,

Telephone No. 400.

Hongkong, 2nd December, 1913. [1338]



ENTERTAINMENTS

THERE'S ONLY ONE

THE

HIPPODROME CIRCUS AND MENAGERIE.

ACKNOWLEDGED THE BARNUM OF THE EAST.

AGAIN

TO-NIGHT!

AGAIN

TO-NIGHT!!

AND EVERY EVENING AT 9.15 P.M. SHARP.

INCLUDING SUNDAYS.

LOCATION:—CAUSEWAY BAY.

IN OUR

SPECIALLY ERECTED MAT SHEDS.

NEXT MATINEE:

SATURDAY, 16TH MAY, AT 4 P.M. SHARP.

BOX PLAN AT ROBINSON PIANO CO., LTD.

For full particulars see Program and Handbills.

Special late Trains after every Performance.

COL. BOB LOVE, Touring Manager.

Hongkong, 14th May, 1914. [660]

PUBLIC COMPANIES

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE THIRTY-THIRD ORDINARY MEETING of SHAREHOLDERS will be held at the Offices of the Undersigned on MONDAY, the 18th May, 1914, at 11.30 A.M. The TRANSFER BOOKS of the Company will be CLOSED from the 4th to the 18th May, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,

General Agents, Hongkong, 30th April, 1914. [644]

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CANTON INSURANCE OFFICE, LIMITED, will be held at the Offices of Messrs. JARDINE, MATHESON & Co., LIMITED, No. 16, Pedder Street, Victoria, in the Colony of Hongkong, on MONDAY, the 18th day of May, 1914, at 11.45 o'clock in the Forenoon, when the Subjoined Resolution will be proposed as an Extraordinary Resolution:—

"That Article 84 of the Articles of Association be altered by substituting the words

"Twenty-five" for the words "Fifteen."

Should the Resolution be passed by the required majority it will be submitted for confirmation as a special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

Dated this 30th day of April, 1914.

JARDINE, MATHESON & Co., Ltd.,

General Agents. [645]

AUCTIONS

G. R. E.

PUBLIC AUCTION.

THE Undersigned have received instructions from H.M. NAVAL STORES OFFICER, to Sell by Public Auction,

TO-DAY (FRIDAY),

the 16th May, 1914, at 10 A.M., at

Kowloon Depot,

TWO WOODEN COAL LIGHTERS

each 150 tons, under water portions covered with Muntz Metal Sheathing.



**NAPIER -
JOHNSTONE'S**

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER
150 YEARS.

THE SAME TO-DAY AS IN
1745.

BEWARE OF
IMITATIONS.

SOLE AGENTS IN HONGKONG

LANE CRAWFORD & CO.

and from ALL WINE MERCHANTS.

TRY

Beecham's Pills, they are just the thing as a family medicine. Nothing to be compared with them has yet been put before the public. For over half a century this medicine has been an easy First Favourite in countless households and the name and fame of Beecham's Pills have spread all over the world. The reason for the enormous popularity of this remedy is not to be reckoned. Experience has shown that there is nothing better for derangements of the stomach and digestive organs generally. Taken in accordance with directions.

BEECHAM'S

Pills give quick relief, stimulate the organs to healthy action and have a tonic effect upon the whole system. If you have not tried them and have any doubt as to their real value and efficacy, get a box and judge for yourself. You will find Beecham's Pills a valuable aperient and unequalled in regulating the stomach, bowels, liver, and kidneys, and restoring the powers of digestion. They increase the appetite, promote assimilation of food and establish good health. No household should ever be without a box. Many thousands of families have proved the value of Beecham's.

PILLS



Superior to Emulsions or Cod Liver Oil.
Each tiny Morrhua capsule represents the medicinal value of a teaspoonful of oil.
Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.
Sold in bottles of 100 Capsules.
Sold by all Chemists.

THE NEW FRENCH REMEDY.
THERAPION No. 1
CURE FOR ALL AFFECTIONS OF THE
THROAT AND LUNGS.
THERAPION No. 2
CURE FOR ALL AFFECTIONS OF THE
STOMACH AND LIVER.
THERAPION No. 3
CURE FOR ALL AFFECTIONS OF THE
KIDNEYS AND BLADDER.
SOLD BY ALL CHEMISTS, DRUGGISTS, AND GROCERS.
FREE BOOK TO ALL WHO SEND FOR IT.
HARRISON & CO., LTD.,
100, NASSAU ST., LONDON, E.C. 4.
SEE THAT TRADE MARK WORD "THERAPION" IS ON
NECK OF BOTTLE AND ON ALL OUTSIDE PACKAGING.
INSIST ON HAVING THERAPION.

報新外中港香
CHUNG NGOI SAN P.
(Chinese Daily Press)
PUBLISHED DAILY
Is the oldest and still immensurably the best
Advertising medium among the
Native Community.
Established for over FIFTY YEARS
Circulates largely throughout Southern China
into China, etc.
Terms for Advertising (Translation free) can
be obtained at the Office, 102, Des Voeux Road,
Central Hongkong, 131, Fleet Street, London,
or from the different Agents.
Documents translated from into Classical
or Colloquial Chinese.

BETWEEN FOUR CAPITALS.

(Continued from page 4.)

THE HEI MIAO OR PHU.

The Hei or Black Miao, so-called from the dark clothes they wear—chiefly inhabit the Northern region of Kweichow, and at one time some hundred or so years ago—were the principal and most powerful of all the Miao tribes. As a result of their struggle with the Chinese—caused by alleged extortion on the part of the latter—they were considerably decimated and scattered, and the population of the tribe now numbers only some estimated 100,000. This struggle, which lasted some five years, was only ended by the superior type of foreign gun, which the Chinese brought to bear on them, against which the primitive weapons of the Miao were of little avail. Had it not been for this fact, and also that the Chinese were aided by the Hwa Miao, there is no doubt but that the struggle would have gone on for years longer, as the Phu fought bravely against their better armed opponents.

There is an annual gathering of the Miao tribes which takes place at the first moon of the Chinese third month, when representatives of all the various clans are present and take part in the festivities, which consist chiefly of music, dancing and drinking to celebrate the harvesting of the Spring crops. Great drunkenness is said to prevail at this festival, which is looked upon with great contempt by the Chinese, who regard the Miao as a greatly inferior and degenerate race.

The dancing which takes place, and is chiefly indulged in by the women, is said to be very graceful, being very slow and solemn in nature; but this is very difficult to maintain, as it is practically impossible for a foreigner to witness such a dance, as the women have become very timid owing to their oppression by the Chinese. From what I have seen of them, they appear to be a very harmless, quiet and gentle people. The women are very skillful embroiderers, and they make all their own fancy-coloured embroidered garments, those worn by the Hwa Miao females being the most picturesque. They wear also some very finely worked silver ornaments, such as rings, clasps, earrings, bracelets and necklets, some of which are quite works of art. As these are made solely by themselves for inter-tribal use, however, it is almost impossible to purchase any specimens. I tried several times, but without avail.

The dress of the Hei Miao male consists of short loose trousers of dark material, surmounted by a short jacket with tight sleeves of the same dark texture. They usually wear a thick silver ring round the neck and a large silver earring in the left ear. The dress of the women is, however, much more picturesque. A very pretty turban is worn round the head, different tribes affecting different colours. The costume consists of a kimono-shaped blouse or short jacket, and a kind of pleated kilt reaching to just below the knees. The bottom of the kilt and the waist and back of the sleeves are ornamented with silk embroidery. The legs from the knees to the ankles are wound round with white and blue cloth in the form of putties, the feet being encased in straw sandals of special workmanship. Of later years the Chinese have endeavoured to get the Miao to wear the Chinese dress, and in some cases, chiefly amongst the poorer tribes, this has been effected with the men, but has met with scanty success among the females, who cling most tenaciously to their native dress, which is far more in harmony with their free and easy lives, and much prettier in every respect than that of the Chinese women. There is no doubt, however, that in course of time, their customs will ultimately be absorbed by the Chinese, and it will be a great pity if no study or record is made of the language, customs and dress of these many interesting non-Chinese tribes before they die out, as there is a vast field in this part of China for the ethnologist and philologist to work upon. Although these Miao tribes are generally supposed to be confined to the Province of Kweichow, quite a number of families are to be found in Northern Kwangsi, South-eastern Szechuan, and different parts of Yunnan. It was in the northern part of Kweichow where the Hei Miao suffered such decimation at the hands of the Chinese soldiery, and many ruins of the desolation and devastation caused by the fierce struggle which took place. Nothing but a huge graveyard now remains of what was at one time a prosperous region. As far as the eye can see, day after day, stretches miles of quilled plains and rolling hills, where the Miao tribes, pennant used to till the fields and tend their flocks. All that is left of a once industrious and pastoral people are a few poverty-stricken, grass-hatched stone dwellings and villages scattered here and there along the highway—patched-up former Miao dwellings sheltering the ragged descendants of a now mixed degraded opium-soldier people: truly a sorry result of the Chinese subjugation and colonization of Kweichow!

AN SHUN FU.

A long lane of *pei lung*—a typical architectural feature of the cities of Kweichow—leads up a gentle slope through a huge graveyard to the Sub-Prefecture City of An Shun Fu, which lies in an amphitheatre of barren limestone mountains, and the contour of which resembles in many respects that of the region in Kwangsi described en route to Kweichow. From the Eastern City gate one has a very fine view of the great mart of the Miao tribes. A broad street runs through the city, and is the principal thoroughfare, containing many fine shops and stalls well-stocked with all kinds of foreign and fancy goods, displayed for the throngs of Miao which jostle one another at all times of the day in this broad highway. Here on a bright sunny day one sees almost every type of Miao tribe engaged in bartering their wares. The city was, however, greatly deteriorated since the suppression of the opium traffic; it being in those days considered the richest city in the province next to the provincial capital. Twenty miles westwards through a series of valleys and rolling hills, built on a hill slope, lies the city of Chen Ning Chow.

For some 250 miles westwards the road winds through the most desolate mountain wilderness imaginable; waves of conical hills and barren treeless mountain ranges, stretching as far as the eye could see, seemingly blocking the route to Yunnan; such that one is forced to realize the keen struggle for existence that these mountain tribes, scattered here and there in the narrow valleys, experience on these barren undulations that form the plateau of Kweichow.

**WM. POWELL,
LTD.**

TELEPHONE 845.

CRETONNES

AND

TAFFETAS

FOR

LOOSE WASHING COVERS.

SEE OUR WINDOWS FOR

SMART DESIGNS.

We shall be glad to forward complete sets of patterns on application.

[849]

**INDO-CHINA BRICKS, TILES, PIPES
COMPANY, LIMITED.**

BEST FIRE BRICKS AND FIRE CLAY

PATENTED ROOFING TILES.

Guaranteed against Typhoon and Leakage.

MORE THAN TEN MILLIONS IN USE IN THE FAR EAST.

SAMPLES AND FULL PARTICULARS FROM:

P. SOFFIETTI & Co., 14, DES VOEUX ROAD. TEL. 289.

ALWAYS IN STOCK.

[1049-2]

**Summer Excursions
TO
JAPAN**

BY THE STEAMERS OF

CANADIAN PACIFIC S.S. LINE.

PACIFIC MAIL S.S. CO.

TOYO KISEN KAISHA.

GOING AND RETURNING WITHIN PERIOD 1ST JUNE-31ST OCT.

RATES FROM HONGKONG:

NAGASAKI \$120.00, KOBE \$135.00, YOKOHAMA \$150.00.

Tickets are interchangeable for return by any steamer of above-named Companies and include Rail between Japan Ports of call if desired. Passengers may go and/or return via MANILA without additional charge by steamers calling at that Port so indicated in schedule of sailings shown below. The Steamers operated by the Companies named are the largest fastest and most luxurious on the Coast.

JOINT SCHEDULE OF SAILINGS TO AND FROM JAPAN PORTS.

FROM JAPAN.				TO JAPAN.			
YOKOHAMA LEAVE	KOBE LEAVE	NAGASAKI LEAVE	HONGKONG ARRIVE	SYNOPSIS	HONGKONG LEAVE	NAGASAKI ARRIVE	KOBE ARRIVE
11 June	12 June	14 June	11 June	MANCHURIA	10 June	12 June	14 June
17 June	18 June	20 June	17 June	YOKOHAMA	16 June	18 June	20 June
23 June	24 June	26 June	23 June	YOKOHAMA	22 June	24 June	26 June
29 June	30 June	2 July	29 June	YOKOHAMA	28 June	30 June	2 July
5 July	6 July	8 July	5 July	YOKOHAMA	4 July	6 July	8 July
11 July	12 July	14 July	11 July	YOKOHAMA	10 July	12 July	14 July
17 July	18 July	20 July	17 July	YOKOHAMA	16 July	18 July	20 July
23 July	24 July	26 July	23 July	YOKOHAMA	22 July	24 July	26 July
29 July	30 July	2 Aug	29 July	YOKOHAMA	28 July	30 July	2 Aug
5 Aug	6 Aug	8 Aug	5 Aug	YOKOHAMA	4 Aug	6 Aug	8 Aug
11 Aug	12 Aug	14 Aug	11 Aug	YOKOHAMA	10 Aug	12 Aug	14 Aug
17 Aug	18 Aug	20 Aug	17 Aug	YOKOHAMA	16 Aug	18 Aug	20 Aug
23 Aug	24 Aug	26 Aug	23 Aug	YOKOHAMA	22 Aug	24 Aug	26 Aug
29 Aug	30 Aug	2 Sept	29 Aug	YOKOHAMA	28 Aug	30 Aug	2 Sept
5 Sept	6 Sept	8 Sept	5 Sept	YOKOHAMA	4 Sept	6 Sept	8 Sept
11 Sept	12 Sept	14 Sept	11 Sept	YOKOHAMA	10 Sept	12 Sept	14 Sept
17 Sept	18 Sept	20 Sept	17 Sept	YOKOHAMA	16 Sept	18 Sept	20 Sept
23 Sept	24 Sept	26 Sept	23 Sept	YOKOHAMA	22 Sept	24 Sept	26 Sept
29 Sept	30 Sept	2 Oct	29 Sept	YOKOHAMA	28 Sept	30 Sept	2 Oct
5 Oct	6 Oct	8 Oct	5 Oct	YOKOHAMA	4 Oct	6 Oct	8 Oct
11 Oct	12 Oct	14 Oct	11 Oct	YOKOHAMA	10 Oct	12 Oct	14 Oct
17 Oct	18 Oct	20 Oct	17 Oct	YOKOHAMA	16 Oct	18 Oct	20 Oct
23 Oct	24 Oct	26 Oct	23 Oct	YOKOHAMA	22 Oct	24 Oct	26 Oct
29 Oct	30 Oct	2 Nov	29 Oct	YOKOHAMA	28 Oct	30 Oct	2 Nov

Returning via Manila.

Steamers proceeding via Manila do not call at Shanghai.

[630]

a very poor dilapidated city with houses falling in ruins, and with only one thoroughfare. This is the last town of any importance in this region, until one crosses the Yunnan frontier, some ten days journey westward.

ACROSS THE KWEICHOW PLATEAU. For some 250 miles westwards the road winds through the most desolate mountain wilderness imaginable; waves of conical hills and barren treeless mountain ranges, stretching as far as the eye could see, seemingly blocking the route to Yunnan; such that one is forced to realize the keen struggle for existence that these mountain tribes, scattered here and there in the narrow valleys, experience on these barren undulations that form the plateau of Kweichow.

AN IMMENSE COAL DEPOSIT. The whole of this region, however, covers a very rich carboniferous deposit of which outcroppings are visible everywhere, and are worked in a primitive way by the natives. This coal region must cover an area of some three hundred square miles in extent, but at present, as there are now no means of exporting it, it is much cheaper than wood or charcoal, bringing only some 200 to 300 cash per picul. The natives mix the coal-dust with a reddish-brown clay, which is then moulded into round balls, dried in the sun and burnt in holes made in the carbon floors of their huts. The strong sulphurous fumes given off from these fires in rooms which have no ventilation, except through the doorways which are closed in winter time, are enough to asphyxiate the strongest person, and it must have a very deleterious effect upon their constitutions, as they sit huddled round these fires in the winter months when snow covers the ground for three months and makes outdoor work almost impossible.

CHILD LABOUR.

It is during these winter months that the natives are engaged in gathering a supply of coal which they stack in pits for the following winter. Children of both



Continual pleasure
for the entire household

Pleasure is the big thing with all of us. We crave for amusement—we want to share in the music and fun that bring delight to others.

With a Victrola in your home you can enjoy the world's best music and entertainment whenever you are in the mood to hear it.

We'll gladly demonstrate the Victrola and play any music you wish to hear—stop in any time.

Terms to suit.

EXCLUSIVE DISTRIBUTORS:

Moutrie's



[51-1]

BANKS

**NEDERLANDSCH-INDISCHE
HANDELSBANK.**
(NEDERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital... Fl. 17,407,000 (£1,450,588)
Reserve Fund... Fl. 6,518,000 (£548,166)

HEAD OFFICE: AMSTERDAM.

HEAD AGENT: BATAVIA

LONDON BANKERS:

THE WILLIAMS & LEONARD BANK.

SWISS BANKCORPORATION.

The Bank transacts every description of Banking and Exchange business, receiving money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager.

No. 8, Des Voeux Road Central.

Hongkong, 8th October, 1913.

**THE MERCHANTS BANK OF
INDIA, LIMITED.**

Authorized Capital... £1,500,000
Subscribed... £1,125,000
Paid-up... £825,000
Reserve Fund... £450,000

BANKERS:

BANK OF ENGLAND,

and

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Account at 3 per cent. per annum on Daily Balance, and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,

Manager.

Hongkong, 14th July, 1913.

**THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.**

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital... £1,200,000
Reserve Fund... £1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General

Banking business transacted.

CURRENT ACCOUNTS opened and

FIXED DEPOSIT received for 1 year or

shorter periods at rates which will be quoted

on application.

A. S. HEWITT,

Acting Manager.

Hongkong, 31st March, 1914.

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL

CHARTER).

Capital Subscribed... Yen 10,000,000

Capital Paid-up... " 7,499,250

Reserve Funds... " 3,450,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS:

Amoy, Kaitung, Shanghai
Batavia, Kobe, Singapore
Bombay, London, Swatow
Calcutta, Manila, Taichow
Canton, Moji, Tientsin
Daikoku, Nagasaki, Yokohama
Fookchow, New York, Tamsui
Hongkong, New York, Tokyo
Kobe, Osaka, Yokohama
Koolung, San Francisco, Etc.

HONGKONG OFFICE,

3, Des Voeux Road.

Interest allowed on Current Accounts. Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.

Hongkong, 18th February, 1914.

16-8

sexes, from the age of six to 14, clad in rags—many naked, barefooted—were encountered every day, carrying loads heavier than themselves, struggling through the snow, up and down over mountains, some over 1,000ft. high, truly a sight pitiful to witness. However, this is but typical of the fierce struggle for existence which goes on in these wild mountain regions year in and year out.

(To be Continued.)

BANKS

**HONGKONG AND SHANGHAI
BANKING CORPORATION.**

Paid-up Capital... \$15,000,000

Reserve Funds...

\$1,500,000 at 2/-... \$15,000,000

Silver... \$17,500,000

Reserve Liability of Proprietors \$15,000,000

COUNT OF DIRECTORS.

Hon. Mr. D. LANDALE—Chairman.

W. L. PATTENDEN, Esq.—Deputy Chairman.

S. H. DODDRELL, Esq., F. Lieb, Esq.

G. T. M. Edkins, Esq., J. A. Plummer, Esq.

C. S. Gubbay, Esq., Hon. Mr. E. Shollin.

P. H. Helyar, Esq., H. A. Stiles, Esq.

C. Landgraf, Esq., Ad. Widmann, Esq.

CHIEF MANAGER:

Hongkong—N. J. STARR.

Acting Manager:

Shanghai—J. D. SMITH.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER

BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two

per cent. per annum on the Daily Balance.

On Fixed Deposits:

For 3 months, 2½ per cent. per annum.

For 6 months, 3½ per cent. per annum.

For 12 months, 4 per cent. per annum.

A. G. STEPHEN,

Acting Chief Manager.

Hongkong, 14th May, 1914.

[15]

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

For BOSTON AND NEW YORK

S.S. "CHALISTE" On or about 16th May

For Freight and further information, apply to

DODWELL & Co., Ltd., Agents.

Hongkong, 15th April, 1914. [557]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

TO FREMANTLE.

THE Steamship

"SUZUKI" 2,700 tons gross, and fitted throughout with electric light, will be despatched hence to FREMANTLE, loading on the 21st May.

For Freight or Passage apply to

JARDINE, MATHESON & Co., Ltd., Agents for the Time-Charterers.

Hongkong, 14th May, 1914. [659]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATHYLA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"INDIA" Captain C. C. Talbot, R.N.E., carrying His Majesty's Mail, will be despatched from this port for BOMBAY, on SATURDAY, the 23rd May, 1914, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MORZA" from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed by Bombay in the s.s. "INDIA", due in London on the 4th July, 1914.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. LEWETT, Superintendent.

Hongkong, 11th May, 1914. [1]

AMERICAN AND MANCHURIAN LINE

(ELDERMAN AND BUCKNALL STEAMSHIP CO., LTD.)

THE Steamship

"KIOTO" Captain Smith, will be despatched from Hongkong on the 25th May, for NEW YORK.

(With liberty to call at the Malabar Coast.)

For freight and further particulars, apply to

THE BANK LINE, LTD., Agents.

Hongkong, 29th April, 1914. [627]

HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. CO.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "INDRANT" On or about 5th June.

For Freight or information apply to

SHEWAN, TOMES & Co., General Agents.

Hongkong, 14th May, 1914. [707]

VISITOR TO CANTON

Should Purchase.

"FROM HONGKONG TO CANTON BY THE PEARL RIVER."

BY

CAPTAIN C. V. LLOYD.

With Illustrations, Maps and Plans.

PRICE \$1.75

On Sale at:

Hongkong: "Daily Press" Office.

Messrs. KELLY & WALSH, LTD.

Messrs. BARNES & CO.

Canton: Messrs. A. S. WATSON & Co.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR

"MANILA" via SWATOW, SHANGHAI, and TSINGTAU, on Saturday, 16th May, 2 p.m.

"SHANGHAI" via SWATOW, SHANGHAI, and TSINGTAU, on Sunday, 17th May, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Tuesday, 19th May, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Wednesday, 20th May, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Thursday, 21st May, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Friday, 22nd May, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Saturday, 23rd May, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Sunday, 24th May, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Monday, 25th May, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Tuesday, 26th May, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Wednesday, 27th May, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Thursday, 28th May, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Friday, 29th May, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Saturday, 30th May, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Sunday, 31st May, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Monday, 1st June, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Tuesday, 2nd June, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Wednesday, 3rd June, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Thursday, 4th June, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Friday, 5th June, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Saturday, 6th June, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Sunday, 7th June, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Monday, 8th June, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Tuesday, 9th June, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Wednesday, 10th June, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Thursday, 11th June, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Friday, 12th June, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Saturday, 13th June, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Sunday, 14th June, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Monday, 15th June, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Tuesday, 16th June, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Wednesday, 17th June, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Thursday, 18th June, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Friday, 19th June, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Saturday, 20th June, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Sunday, 21st June, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Monday, 22nd June, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Tuesday, 23rd June, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Wednesday, 24th June, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Thursday, 25th June, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Friday, 26th June, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Saturday, 27th June, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Sunday, 28th June, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Monday, 29th June, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Tuesday, 30th June, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Wednesday, 1st July, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Thursday, 2nd July, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Friday, 3rd July, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Saturday, 4th July, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Sunday, 5th July, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Monday, 6th July, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Tuesday, 7th July, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Wednesday, 8th July, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Thursday, 9th July, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Friday, 10th July, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Saturday, 11th July, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Sunday, 12th July, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Monday, 13th July, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Tuesday, 14th July, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Wednesday, 15th July, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Thursday, 16th July, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Friday, 17th July, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Saturday, 18th July, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Sunday, 19th July, 10 a.m.

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"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Saturday, 25th July, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Sunday, 26th July, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Monday, 27th July, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Tuesday, 28th July, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Wednesday, 29th July, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Thursday, 30th July, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Friday, 31st July, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Saturday, 1st August, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Sunday, 2nd August, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Monday, 3rd August, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Tuesday, 4th August, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Wednesday, 5th August, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Thursday, 6th August, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Friday, 7th August, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Saturday, 8th August, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Sunday, 9th August, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Monday, 10th August, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Tuesday, 11th August, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Wednesday, 12th August, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Thursday, 13th August, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Friday, 14th August, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Saturday, 15th August, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Sunday, 16th August, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Monday, 17th August, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Tuesday, 18th August, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Wednesday, 19th August, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Thursday, 20th August, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Friday, 21st August, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Saturday, 22nd August, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Sunday, 23rd August, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Monday, 24th August, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Tuesday, 25th August, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Wednesday, 26th August, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Thursday, 27th August, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Friday, 28th August, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Saturday, 29th August, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Sunday, 30th August, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Monday, 31st August, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Tuesday, 1st September, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Wednesday, 2nd September, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Thursday, 3rd September, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Friday, 4th September, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Saturday, 5th September, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Sunday, 6th September, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Monday, 7th September, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Tuesday, 8th September, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Wednesday, 9th September, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Thursday, 10th September, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Friday, 11th September, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Saturday, 12th September, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Sunday, 13th September, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Monday, 14th September, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Tuesday, 15th September, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Wednesday, 16th September, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Thursday, 17th September, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Friday, 18th September, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Saturday, 19th September, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Sunday, 20th September, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Monday, 21st September, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Tuesday, 22nd September, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Wednesday, 23rd September, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Thursday, 24th September, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Friday, 25th September, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Saturday, 26th September, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Sunday, 27th September, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Monday, 28th September, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Tuesday, 29th September, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Wednesday, 30th September, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Thursday, 1st October, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Friday, 2nd October, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Saturday, 3rd October, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Sunday, 4th October, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Monday, 5th October, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Tuesday, 6th October, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Wednesday, 7th October, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Thursday, 8th October, 10 a.m.

"TIENTSIN" via SWATOW, SHANGHAI, and TSINGTAU, on Friday, 9th October, 10 a.m.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

REDUCTION IN SALOON FARES.

HONGKONG-CANTON LINE.

Commencing from April 1st the Saloon passage rates by the Company's steamers will be reduced to—
Single Fare by Night Steamer \$6.00
Return " " (available also for return by day steamer) 10.00
Single Fare by Day Steamer 4.00
Return " " 8.00

The attention of the travelling public is drawn to the comfort afforded by the Company's vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 15TH MAY, 1914.
8 a.m. HEUNGSHAN. 8 a.m. HONAM.
10 p.m. KINSHAN. 5 p.m. KINSHAN.

SATURDAY, 16TH MAY, 1914.
8 a.m. HONAM. 8 a.m. HEUNGSHAN.
10 p.m. KINSHAN. 5 p.m. KINSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. TAISHAN, Tons 2,006.

HONGKONG TO MACAO
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 17TH MAY, 1914.

The Company's New Steamship "TAISHAN"

Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

CANTON-MACAO LINE.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUL. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions (First Floor), opposite the Blake Pier.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:
FROM HONGKONG: 25th May. "SURAT".
FROM COLOMBO: 17th June.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

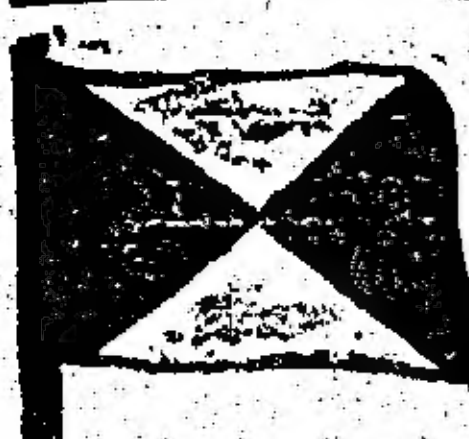
PROPOSED SAILING:

From Hongkong: "SALAMIS" 25th July.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

Fitted with Wireless Telegraphy.

For Rates of Freight and Passage, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	F.S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 22nd May, 4 p.m.
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 1st June, 4 p.m.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. CO., TOYO KISEN KAISHA, NORDDEUTSCHE LLOYD and EASTERN and AUSTRALIAN STEAMSHIP CO., LTD.
Electric Light, Fans in every Cabin. Competent Stewards Carried.
For Freight or Passage, apply to
HONGKONG, 14th May, 1914. SHEWAN TOMES & Co. General Managers. PHILIPPINES S.S. Co.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND POLYNESIEN	On 17th May.	
YOKOHAMA	V. CIOTAT	On 31st May.

HOMEWARD	STEAMER	TO SAIL
MARSEILLES VIA PORTS	CORDILLERE	On 19th May, at 1 p.m.
	MAGELLAN	On 2nd June, at 1 p.m.

ALL STEAMERS FITTED WITH WIRELESS.
TRANS SHIPPING on the Cote Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice versa delivered here.
For further particulars apply to
P. THOMAS, AGENT.
QUEEN'S BUILDING.

PACIFIC MAIL S.S. CO.

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 10200 tons NILE 11000 tons
PERSIA 8000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

SIBERIA Sailing SATURDAY, 16th May, at 1 p.m.
CHINA (via Manila) WEDNESDAY, 27th May, at Noon.
MANCHURIA SATURDAY, 6th June, at 1 p.m.
NILE (via Manila) TUESDAY, 10th June, at Noon.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Meroni, the world-famous chef. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—billiard, water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip. The Safety and Comfort of Passengers is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,
KING'S BUILDINGS.

TEL. NO. 141.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"PANAMA MARU"	J. Kano	WEDNESDAY, 27th May, at Noon.
"SEATTLE MARU"	T. Saito	THURSDAY, 11th June, at Noon.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 24th June, at Noon.
"CHICAGO MARU"	I. Goto	
"CANADA MARU"	H. Yamamoto	
"TACOMA MARU"	T. Hironaka	

Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.
Calling at MOJI, KOBE, YOKKAICHI and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"INDO MARU"	K. Komiya	SATURDAY, 16th May, A.M.
"LUZON MARU"	T. Miyata	FRIDAY, 5th June, A.M.
"JAVA MARU"	D. Fuchigami	MONDAY, 6th July, A.M.

CHINA AND FORMOSA LINE.

FOR FOOCHEW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAISO MARU"	Y. Yamamoto	WEDNESDAY, 20th May, at 2 p.m.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	S. Tokunishi	SUNDAY, 17th May, at Noon.
"DAIJIN MARU"	K. Murakami	SUNDAY, 24th May, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"BOSHU MARU"	K. Hattori	

FOR CANTON.

Steamer	Captain	Leaving
"BOSHU MARU"	K. Hattori	

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Sea-Yip Wharf (near the Harbour Office, Ferry Central).
For FURTHER INFORMATION, apply to

Z. KAMIYA,
MANAGER,
Second Floor No. 1 Queen's Building.

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPFSCHEFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO

To MARSEILLES, HAVRE, EMDEN, BREMEN, HAMBURG and NEW YORK

and from MANILA, HONGKONG and JAPAN to

VICTORIA, VANCOUVER (B.C.) and SEATTLE, WASH. and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British

Ports, also Trieste, Oporto, Marseilles, Genoa, and other Mediterranean,

Cevantio, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

For	Steamship	To Sail
SHANGHAI, KOBE and YOKOHAMA	"SILCOVIA"	28th May.
"	"PREUSSEN"	8th June.
"	"SILESIA"	18th June.
"	"C. FRED. LARSEN"	3rd July.
"	"SENEGAMBIA"	17th July.
"	"SCANDIA"	27th July.
"	"ALEXIA"	14th Aug.
VICTORIA, VANCOUVER, SEATTLE & PORTLAND (Or.)	"SAXONIA"	10th June.
"	"ANDALUSIA"	31st July.
"	"BELORAVIA"	8th Sept.

For	Steamship	To Sail
HAVRE, ANTWERP & HAMBURG	"ARABIA"	17th May.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP	"BRISGAVIA"	26th May.
MARSEILLES, HAVRE, BREMEN & HAMBURG	"ALTMARK"	28th May.
ROTTERDAM, HAMBURG & ANTWERP	"BRASILIA"	4th June.
HAVRE & HAMBURG	"FURST BULOW"	5th June.
ROTTERDAM, HAMBURG & ANTWERP	"WUESTENBERG"	19th June.
MARSEILLES & HAMBURG	"SUEDEMARK"	23rd June.
HAVRE, EMDEN & HAMBURG	"SEGOVIA"	4th July.
ROTTERDAM, HAMBURG & ANTWERP	"GOLDENFELS"	13th July.
HAVRE, EMDEN & HAMBURG	"PREUSSEN"	16th July.

For Further Particulars, apply to
HONGKONG, 13th May, 1914.

HAMBURG-AMERIKA LINIE.
Hongkong Office.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS AND DISPLACEMENT	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUBZ and PORT SAID	KAGA MARU Capt. G. Tabusa	12,500	WEDNESDAY, 20th May, at 10 a.m.
	ATSUTA MARU Capt. I. Iwasawa	16,000	WEDNESDAY, 3rd June, at 10 a.m.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	AKI MARU Capt. Noma	12,500	TUESDAY, 19th May, at 4 p.m.
	SADO MARU Capt. K. Asakawa	12,500	TUESDAY, 2nd June, at 4 p.m.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. K. Soyeda	9,300	WEDNESDAY, 3rd June, at Noon.
	TANGO MARU Capt. Sekine	13,500	WEDNESDAY, 1st July, at Noon.
CALCUTTA via SINGAPORE, PENANG and BANGKOK	SANUKI MARU Capt. Date	12,500	SATURDAY, 16th May.
BOMBAY via SINGAPORE, and COLOMBO	COLOMBO MARU Capt. Kawashima	5,000	THURSDAY, 21st May.
KOBE and YOKKAICHI	KAMAKURA MARU Capt. T. Hori	12,500	FRIDAY, 15th May.
KOBE and YOKOHAMA	KANAGAWA MARU Capt. Tanawa	12,500	FRIDAY, 22nd May.
NAGASAKI, KOBE and YOKOHAMA	TANGO MARU Capt. Sekine	13,500	TUESDAY, 2nd June, at 5 p.m.
KOBE and YOKOHAMA	MIYAZAKI MARU Capt. Yamawaki	16,000	WEDNESDAY, 10th May, at 11 a.m.

§ Fitted with New System of Wireless Telegraphy.

Charge only.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 5 months

Commencing from 1st June, ending 30th September, 1913

	YOKOHAMA Return	KOBE Return	MOJI Return	NAGASAKI Return
1st Class	\$135	\$122	\$108	\$95
2nd "	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

(3-9-1)

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave SHANGHAI	Leave HONG KONG	Connecting Steamer from COLOMBO to	Leave MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON
"ORIENTAL" leaves YOKOHAMA	COLOMBO	6 p.m. Tues.	Noon. Satur.			Saturday	Friday
May 14	INDIA	May 19	May 23	MOREA	May 20	June 26	
May 28	DEVANHA	June 2	June 6	MALAJA	June 4	July 1	
June 11	DELTA	June 16	June 20	MARMORA	June 13	July 24	
June 25	HIMALAYA	June 30	July 4	MOLDAVIA	Aug. 1	Aug. 7	
July 9	ASSAYE	July 14	July 18	MEDINA	Aug. 15	Aug. 21	
July 23	DEVANHA	July 28	Aug. 1	MONOLIA	Aug. 29	Sept. 4	
Aug. 6	CHINA	Aug. 11	Aug. 15	EGYPT	Sept. 12	Sept. 18	

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles in Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows—	LONDON
1st Saloon "A"	Accommodation Single £65. Return £97.
"B"	" " " £59. " £89.
2nd Saloon "A"	" " " £44. " £66.
"B"	" " " £40. " £60.
1st Saloon "A"	Accommodation Single £61. Return £91.
"B"	" " " £55. " £83.
2nd Saloon "A"	" " " £42. " £63.
"B"	" " " £38. " £57.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Leave Y'NAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at MARSEILLES	Due at LONDON
NOVARA	about May 26	about June 4	about June 10	about June 16	about July 14	about July 24
NELLORE	about June 9	about June 18	about June 24	about June 30	about Aug. 1	about Aug. 7
KEHYBER	about June 23	about July 2	about July 8	about July 14	about Aug. 11	about Aug. 21
NAGOYA	about July 7	about July 16	about July 22	about July 28	about Aug. 26	about Sept. 6
SYRIA	about July 21	about July 30	about Aug. 5	about Aug. 11	about Sept. 10	about Sept. 20
NILE	about Aug. 4	about Aug. 13	about Aug. 19	about Aug. 25	about Sept. 23	about Oct. 3

* New Steamer.

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:

1st Saloon £50 Single £75 Return. 2nd Saloon £35 Single £52 Return.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBÉ, NELLORE and YOKOHAMA	DEVANHA Capt. W. R. Hickey	About 16th May	Freight and Passage.
SHANGHAI	DEVANHA Capt. W. R. Hickey	About 21st May	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	INDIA Capt. C. O. Talbot, R.N.R.	23rd May	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NOVARA Capt. H. R. Hetherington, R.N.R.	About 10th June	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWITT,
Superintendent.

Hongkong, 14th May, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI and TSINGTAU	"YINGCHOW"	On 16th May, 11 a.m.
SHANGHAI, CHANG and NEWBANG	"FOOCHOW"	On 17th May, 11 a.m.
NINGPO	"CHIHAI"	On 17th May, 11 a.m.
SHANGHAI	"LIANGCHOW"	On 19th May, 4 p.m.
MANILA, CEBU and ILOILO	"TEAN"	On 20th May, 10 a.m.
PAKHOI and HAIPHONG	"SUNGKIANG"	On 21st May, 4 p.m.
SHANGHAI	"KANCHOW"	On 23rd May, 11 a.m.
SHANGHAI and TSINGTAU	"HUICHOW"	On 24th May, 11 a.m.
WEIHAIWEI and TIENSIN	"CHINCHUA"	On 26th May, 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAY" and S.S. "SANUL"

MANILA LINE—TWIN-SCREW STEAMERS "CHINCHUA" "TAMING" and "TEAN". Excellent Saloon accommodation. Electric Fans fitted. Extra State-rooms on Deck, etc. on "TAMING" and "TEAN".

SHANGHAI and TSINGTAU LINE—THE TWIN-SCREW STEAMERS "ANHUI" "CHENAN" "SHAOHSING" and the S.S. "KANCHOW", "LIANGCHOW", "LUCHOW" and "YINGCHOW", having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Wooming.

REDUCED FARES:—SINGLE \$40.....RETURN \$75.
For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
Hongkong, 15th May, 1914. Telephone 36. AGENTS. [5]

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMER	CAPTAIN	DEPARTING
"HAIOHNG"	Capt. W. C. Farnham	FRIDAY, 15th May, at 11 a.m.
"HAIKUN"	Capt. A. H. Stewart	FRIDAY, 15th May, at 11 a.m.
"HAIYANG"	Capt. A. B. Hodgins	FRIDAY, 22nd May, at 11 a.m.

For SWATOW AND RETURN.

(Occupying 3 Days).

STEAMER	CAPTAIN	DEPARTING
"HAIMUN"	Capt. J. Evans	SUNDAY, 17th May, at 10 a.m.
		WEDNESDAY, 20th May, at 11 a.m.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—
DOUGLAS LAPIRAK & Co.,
GENERAL MANAGERS. [4]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVES HONGKONG FROM AUSTRALIA	LEAVES HONGKONG FOR AUSTRALIA
EMPEROR	23rd May	On 29th May, 10 a.m.
ST. ALBANS	13th June	On 19th June, 10 a.m.
EASTERN		On 10th July, 10 a.m.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.

For further particulars apply to
GIBB, LIVINGSTON & Co.,
AGENTS.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUMATRA AND PORT SAID.
S.S. "BOHEMIA", 7,900 tons, will leave as above on 15th May, at 4 p.m.
Superior accommodation for 1st and 2nd Class passengers, no extra, no tips, no inside Cabins.
Stewards, Landers, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), 1st, £36 2nd, £19 3rd, £12.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (Canton, Penang, Colombo, Aden, Sumatras and Port Said).
S.S. "NIPPON", 13,550 tons, will leave as above about 5th June.
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surplus. Doctor, Stewards, Wireless Telegraphy.
RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class 1 £28.15, 2nd £18.15.
BY ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lucerne, Bern, Lausanne, Calais or Boulogne, Class 1 £28.15, 2nd £18.15.
BY BERNESE EXPRESS:
Via Venice, Milan, Bern, Lucerne, Calais or Boulogne, Class 1 £28.15, 2nd £18.15.
BY TAUBEN EXPRESS:
Via Munich, Cologne, Frankfurt, Calais or Boulogne, Class 1 £27.15, 2nd £17.15.
TO SHANGHAI.
S.S. "AFRICA", 6,840 tons, will leave as above on 1st June, at 6 a.m.
FARES: Hongkong-Shanghai, 1st, £24 2nd, £23 3rd, £12.
S.S. "E. FERDINAND", 12,000 tons, will leave as above about 30th May.
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., AGENTS,
Princes' Building.
Hongkong, 6th May, 1914. [4]

TOYO KISEN KAISHA. NORDDEUTSCHER LLOYD.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed	Leave Hongkong
CHIYO MARU	22,000—21 knots	TUES., 19th May
TENYO MARU	22,000—21 knots	TUES., 16th June
NIPPON MARU	11,000—18 knots	TUESDAY, 3rd June
HONGKONG MARU	11,000—18 knots	FRIDAY, 10th July
SHINYO MARU	22,000—21 knots	TUES., 14th July

Steamers via Shanghai will be despatched at Noon.

Manila at 10.30 A.M.

FIRST CLASS TO LONDON	£71.10... RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60. £96.10.
" " " SAN FRANCISCO	£45. £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU	18,500—15 knots	from NAGASAKI 2nd July.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291. [212]

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAVA	First half of May	JAPAN	First half of May
TJILIWONG	SHANGHAI	First half of May	JAVA	First half of May
TJIPANAS	JAVA	First half of May	SHANGHAI	Second half of May
TJITAROEM	JAPAN	Second half of May	JAVA	First half of May
TJIMAH	JAVA	Second half of May	JAPAN	Second half of May
TJIEODAS	JAVA	Second half of May	JAVA	First half of May
TJIMANOEK	JAVA	First half of June	SHANGHAI	First half of June
TJILATJAP	JAVA	First half of June	JAPAN	First half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 6th May, 1914. [18]

THE TAIKOO DOCK YARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCK YARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines,
Boilers, Railway Rolling Stock, Bridges, and all Classes
of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES,

HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION,

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address—"TAIKOO DOCK."

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
MANILA, ANGAUR, YAP, MAR- ON, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	PRINZ WALDEMAR Capt. O. JURYNY	6,100	(Saturday, 16th May, at 3 P.M.)
KOBÉ	"OOLENZ" Capt. H. SCHMITT	6,750	(About Tuesday, 26th May)

All the Steamers of the Imperial Line are fitted with Wireless Telegraphy New System of Telefunken.

RATES INCLUSIVE OF SUR-TAX.

FREIGHT LINE.

INEXT SAILINGS FROM HONGKONG.

OUTWARD.

HOMEWARD.

Steamship	about	FOR	about
"BORKUM"	31st May	FOR MARSEILLES, ROTTERDAM AND BREMER/HAMBURG: S.S. "HELGOLAND"	about Middle of June
"ALTAR"	25th May	FOR HAVRE, EMDEN AND HAMBURG/BREMER S.S. "BORKUM"	about End of June
"DURENDART"	8th June	FOR MARSEILLES, ROTTERDAM AND BREMER/HAMBURG: S.S. "ALTAR"	Beginning of July
		FOR HAVRE, EMDEN AND HAMBURG/BREMER S.S. "DURENDART"	Middle of July

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD.

MELCHERS & CO.

GENERAL AGENTS.

Hongkong, 20th April, 1914.

[115]

BRITISH INDIA S. N. CO., LTD.

A PCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "JAPAN", 6,013 tons, Captain C. P. Selden, will be despatched for YOKOHAMA, KOBÉ and MOJI on 20th May.
S.S. "DUNDEE", 5,363 tons, Captain E. G. M. Dickinson, will be despatched for MIKE, KOBÉ and MOJI on 22nd May.

WESTWARD.

S.S. "TORILLA", 5,225 tons, Captain C. J. Swanson, R.N.R., will be despatched for SINGAPORE, PENANG and CALCUTTA on 15th May, at 1 P.M.
S.S. "DILVARA", 5,378 tons, Captain G. N. Ramage, R.N.R., will be despatched as above on 18th May.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
AGENTS. [49]

"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST	£10.00	MISSIONARY DIRECTORY, on paper	£0.09
Do. Do. Smaller Edition	6.00	MISSIONARY DIRECTORY, on cloth	£0.09
CHILDREN OF THE CATHAY, a Social and Political Novel, by C. J. Halcombe	3.50	DOG AND GUN in New Territory	1.00
THE JUBILEE OF HONGKONG, being an Historical Sketch, to which is added an Account of the Celebrations in 1891	1.00	FROM HONGKONG TO CANTON, BY THE PEARL RIVER—A Book for the Globetrotter, by Capt. C. V. LLOYD, with Maps and Illus.	1.75
THE HONGKONG TYPHOON, Sept. 18th, 1905, Illustrated Account	0.50	HONGKONG WEEKLY PRESS, half-yearly vol., bound	7.50
TEMPORARY MINING REGULATIONS IN CHINA	0.50	SIXTY YEARS' ANGLO-CHINESE CALENDAR, 1884 to 1923	8.00
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA	0.50	RATES OF EXCHANGE AT HONGKONG, English Mail, 1874	0.75
HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually	6.00	BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail	0.75
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladysmith Relief Column	1.00	AT HONGKONG, English Mail	1.00
WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh	1.00	DAUGHTER OF THE CHUNG WANG, an Anglo-Chinese Romance, by Chas. J. H. Halcombe	2.00
POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA	0.50	PLAN OF THE WEST RIVER	1.00
TRADE MARK REGULATIONS IN CHINA	0.15	" " VICTORIA	1.00
		" " KOWLOON	0.75
		" " PEAK	0.75
		" " NEW TERRITORY	0.75
		POWER OF ATTORNEY FORM	0.25
		MAIL TABLES for 1914	0.30 & 0.25

ON SALE.

MAIL TABLES

FOR 1914.

Shows the dates of departure of the Mails of Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 30 Cents.
On Paper ... 25 "

On Sale at the Hongkong Daily Press Office.
Hongkong, 7th January, 1914.

FOR EUROPE AND AMERICA,
INDIA, AUSTRALIA, &c.,
and for
PRIVATE RESIDENTS at the OUTPOSTS,
A Comprehensive and Complete Record

NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS.

with which is incorporated
The CHINA OVERSEA-TRADE REPORT.
Subscription, paid in advance,
£12 per annum. Postage
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the World.

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OBTAINABLE FROM

KARL BRANDES,
No. 2, PEDDER STREET.

Hongkong, 14th May, 1914.

(36-22)



NATURA MILK

BEST

STERILIZED

MILK

ON THE MARKET.

\$9 PER CASE OF 48 TINS AT 1 LB.

HUGO C. A. FROMM,
HONGKONG.

Hongkong, 14th May, 1914.

(34-45)

UNION AUGSBURG



BOOT AND SHOE POLISH

METAL POLISH.

THE BEST BRANDS ON THE
MARKET.

GENERAL AGENT FOR CHINA AND HONGKONG:-

HUGO C. A. FROMM,
HONGKONG.

Hongkong, 14th May, 1914.

(38-41)

POST OFFICE NOTICE.

The attention of the Public is called to the alterations in the time of clearance of the following Pillar Boxes:-

No.	Location	Time of Clearance
No. 15	at junction of Cause Road and Old Bailey	9.25 A.M. and 1.35 P.M.
No. 20	at junction of Ladder Street and Cause Road	11.25 A.M. and 3.35 P.M.

The *Liangchow*, with the MAILS FROM LONDON (via Siberia) of Friday and Saturday, the 24th and 25th ult., is due to arrive here to-day.

From to-morrow, the Western Branch Post Office will be closed to the public at 8.30 p.m. The night mail for Canton will be closed at 9.30 p.m. Any letters posted up to 9.30 p.m. will be included in the mail.

Chinese Registered Correspondence will not be delivered on a signature only. The Chief of a firm of standing will in each case be required in addition. The Postmen have instructions not to part with any registered article until the above regulation has been complied with.

FOR	PER	DATE
Haihow	Triumph	Friday, 15th, 8.00 A.M.
Suway, Amoy and Foochow	Huiching	Friday, 15th, 10.00 A.M.
Singon	Chosen Maru	Friday, 15th, 11.00 A.M.
Straits, and India via Calcutta	Torika	Friday, 15th, 3.00 P.M.
Straits and Ceylon	Bohena	Friday, 15th, 3.00 P.M.
Haihow and Pakhoi	Fery	Saturday, 16th, 8.00 A.M.
Philippine Islands	Bellerophon	Saturday, 16th, 9.00 A.M.
Straits, Colombo and India via Bombay	Indo Maru	Saturday, 16th, 10.00 A.M.
Suway	Lockman	Saturday, 16th, 10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN, HONOLULU, UNITED STATES, SOUTH AMERICA AND CANADA via SAN FRANCISCO	Siberia	Registration 10.15 A.M. (Registration with late fee of 10 cents up to 11.00 A.M.) Registration Kowloon B.O. 9.30 A.M. Letters NOON
[To make connection with the Dulny steamer leaving Shanghai on Wednesday, the 20th inst., at 8 a.m.]		
Philippine Islands	Fuentsang	Saturday, 16th, 1.00 P.M.
PHILIPPINE ISLANDS, ANGAUR, YAP, MARON, FRIDRICH, WILHELMSHAFEN, RABAU, MERBENTHORE, MATTEI, SAMAR, AUSTRALIA, TASMANIA AND NEW ZEALAND via BRISBANE	Prins Waldemar	Saturday, 16th, 2.00 P.M.
London and Mauritius	Mathilde	Sunday, 17th, 2.00 P.M.
Japan via Nagasaki and Seattle (Wash.)	Manassah	Sunday, 17th, 3.00 P.M.
Singon	Lyonmou	Sunday, 17th, 5.00 P.M.
*Shanghai and North China	Chikita	Saturday, 16th, 5.00 P.M.
*Ningpo	Taiwang	Saturday, 16th, 5.00 P.M.
*Straits, Shanghai and North China	Yingchow	Saturday, 16th, 5.00 P.M.
SHANGHAI AND NORTH CHINA (SIBERIA)		
[To make connection with the Tientsin train leaving Shanghai on Thursday, the 21st inst., at 9 p.m.]		
Suway	Haiman	Sunday, 17th, 9.00 A.M.
Suway, Amoy and Formosa via Tamsui	Dagat Maru	Sunday, 17th, 9.00 A.M.
FORMOSA via KEELUNG, SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, UNITED STATES AND SOUTH AMERICA, CANADA via SAN FRANCISCO	Chiyo Maru	Registration 10.00 A.M. (Registration with late fee of 10 cents up to 10.30 A.M.) Registration Kowloon B.O. 9.30 A.M. Letters 11.00 A.M.

* Specially superscribed correspondence only.

TO-DAY

11 a.m.—Auction of Prime Ostrich Feathers at Sales Rooms, by Mr. Geo. P. Lamont.
10 a.m.—Auction of Two Wooden Coal Lighters at Kowloon Depot, by Messrs. Hughes & Hough.

TO-NIGHT

9.15 p.m.—Hippodrome Circus at Causeway Bay.

TO-MORROW

Noon—Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd., Extraordinary General Meeting at Jardine, Matheson & Co., Ltd.'s Offices.
Noon—Auction of "The Tag" at Sales Rooms, by Messrs. Hughes & Hough.

FORTHCOMING EVENTS.

Monday, 18th May—
11.30 a.m.—Canton Insurance Office, Ltd., Meeting of Shareholders.
11.45 a.m.—The Canton Insurance Office, Ltd., Extraordinary General Meeting.
2.30 p.m.—Royal Hongkong Golf Club, Annual General Meeting at the Club House.
Happy Valley.
4 p.m.—Meeting of Metal Importers of the Secretary's Office.
Friday, 22nd May—
9 p.m.—The Pan-Hing Hotel Co., Ltd., Extraordinary General Meeting at Messrs. U. Bunnell & Co.'s Office.
Thursday, 4th June—
11.30 a.m.—Hongkong Fire Insurance Co., Ltd., Extraordinary General Meeting.

THE HONGKONG DAILY PRESS, FRIDAY, MAY 15th, 1914.

COMMERCIAL

CLOSING QUOTATIONS.

On LONDON—	May 14th
Telegraphic Transfer	1/11 1/2
Bank Bill, on demand	1/11 1/2
Bank Bill, at 30 days sight	1/11 1/2
Bank Bill, at 4 months sight	1/11 1/2
Cash, at 4 months sight	1/11 1/2
Documentary Bill, at 4 months sight	1/11 1/2
On PARIS—	
Bank Bill, on demand	22 1/2
Cash, at 4 months sight	24 1/2
On GERMANY—	
On demand	199
On NEW YORK—	
Bank Bill, on demand	47 1/2
Cash, at 60 days sight	48 1/2
On BOMBAY—	
Telegraphic Transfer	145
Bank, on demand	145 1/2
On CALCUTTA—	
Telegraphic Transfer	145
Bank, on demand	145 1/2
On SHANGHAI—	
Bank at sight	73 1/2
Private, 30 days sight	74 1/2
On YOKOHAMA—	
On demand—Peco	55 1/2
On SINGAPORE—	
On demand	53 1/2
On BATAVIA—	
On demand	11 1/2
On RAHONG—	
On demand	5 1/2 p.m.
On SAIGON—	
On demand	43 1/2
On BANGKOK—	
On demand	79 1/2
SOVEREIGNS, Bank's Buying Rate	\$10.20
GOLD LEAF, 100 fine, per tael	\$53.70
SILVER, per oz.	26 1/2

SUBSIDIARY COINS.
Hongkong... 20 cents piece... \$ 7.70 discount.
Hongkong... 10 ... \$ 9.25

MAILS VIA SIBERIA.
April 25th.
May 11th.

ASK
SPECIALLY
FOR
MACKIE'S
WHITE HORSE
WHISKY.
LANE, CRAWFORD & CO.,
SOLE AGENTS.

HEART
TONIC
DIGESTIVE
AND
NON-GOUTY.
\$20 DOZ.
INCLUDING
DUTY.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTA TIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	\$125 all	\$1810, sellers		54 p.c.
China Bank Corporation, Limited	50,000	\$12 all	\$12, sellers		81 p.c.
China Light and Power Company, Ltd.	50,000	\$5 all	\$110, sellers		71 p.c.
China Provident Loan and Mortgage Co., Ltd.	200,000	\$1 all	\$34, sellers		
CORPORATE MILES.—					
Ewo Cotton Spin'g & Weaving Co., Ltd.	90,000	Tls. 50 all	Tls. 117, sales		
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10 all	\$8, sellers		5 p.c.
Dairy Farm Company, Limited	40,000	\$7 1/2 all	\$37 1/2, buyers		3 p.c.
DOCKS AND WHARVES.—					
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50 all	\$80, buyers		5 p.c.
H'kong & Whampoa Dock Co., Ltd.	50,000	\$50 all	\$64, sellers		3 p.c.
New Amoy Dock Co., Limited	10,000	\$62 all	\$84, buyers		71 p.c.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100 all	Tls. 61, buyers		
Shanghai and Kowloon Wharf Co., Ltd.	36,000	Tls. 100 all	Tls. 94, sellers		
Green Island Cement Co., Limited	400,000	\$10 all	\$61, sellers		4 p.c.
Hongkong Electric Co., Limited	60,000	\$10 all	\$44, sellers		
Hongkong Hotel Company, Limited	20,000	\$50 all	\$123 1/2		5 p.c.
Manila Metropolitan Hotel, Limited	15,000	P. 10 all	P. 94, sellers		51 p.c.
Hongkong Ice Company, Limited	5,000	\$25 all	\$190, buyers		21 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10 all	\$223, buyers		
H'kong & South China Steamship Co., Ltd.	16,000	\$6 all	\$2		
Hongkong Steel Foundry Co., Ltd.	15,000	\$10 all	\$10		
Hongkong Tramway Co., Ltd.	325,000	\$1 all	\$13, sellers		
INSURANCE.—					
Canton Insurance Office Co., Limited	10,000	\$250 \$20 \$332 1/2			6 p.c.
China Fire Insurance Co., Limited	20,000	\$100 \$20 \$145, sellers			71 p.c.
Hongkong Fire Insurance Co., Ltd.	3,000	\$250 \$50 \$360, buyers			
North China Insurance Co., Limited	10,000	\$15 \$25 Tls. 140			64 p.c.
Union Insurance Society, Limited	12,400	\$250 \$100 \$760, buyers			
Yonghe Insurance Association, Ltd.	12,000	\$100 \$50 \$194, sales @ 7 1/2			
LANDS AND BUILDINGS.—					
H'kong Land Invest. Agency Co., Ltd.	50,000	\$100 all	\$112, buyers		61 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100 \$75 \$200			
Humphreys Estate and Finance Co., Ltd.	150,000	\$10 all	\$74, buyers		53 p.c.
Kowloon Land and Building Co., Ltd.	6,000	\$50 \$30 \$34 1/2			7 p.c.
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50 all	Tls. 92, buyers		
West Point Building Co., Limited	12,500	\$50 all	\$72 1/2, buyers		62 p.c.
Maatschappij tot Mijl. Beach-en Landbouw exploitatie in Langkat	250,000	Gds. 10 all	Tls. 45, sales		
MIXING.—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1 all	\$39, sellers		
Hoswood Tin and Rubber Estate, Ltd.	822,000	\$1 all	\$16, sellers		
Bank Australia Gold Mining Co., Ltd.	200,000	\$1 all	\$3, sellers		
Troch Mines, Limited	100,000	\$1 all	\$30 1/2		
Peak Tramways Co., Limited	25,000	\$10 all	\$10, buyers		72 p.c.
Philippine Co., Limited	60,000	\$10 \$1 \$93, sellers			
Palpas et Papeteries du Tonkin Societe des	15,200	\$50 all	\$20, sellers		
REFINING.—					
China Sugar Refining Co., Limited	20,000	\$100 all	\$35, sellers		3 p.c.
Luxon Sugar Refining Co., Limited	7,000	\$100 all	\$28		
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ltd.	30,000	\$25 all	\$31		5 p.c.
Douglas Steamship Co., Limited	20,000	\$50 all	\$27, sellers		74 p.c.
H'kong, Canton & Macao S.S. Co., Ltd.	80,000	\$15 all	\$67 1/2, 27, 10		34 p.c.
Indo-China Steam Navigation Co., Ltd.	60,000 pref. 60,000 ord.	\$5 all	\$67 1/2, 27, 10		
Shell Transport & Trading Co., Ltd.	2,500,000	\$1 all	\$10 1/2, buyers		
Star Ferry Company, Limited	40,000	\$10 all	\$48, sellers		
South China Morning Post, Limited	6,000	\$25 all	\$20		
Steam Laundry Company, Limited	20,000	\$5 all	\$4 1/2, buyers		
STONES AND DISPENSARIES.—					
Powell, Wm., Limited	15,500	\$7 all	\$21		4 p.c.
Watson & Co., A. S., Limited	90,000	\$10 all	\$28		
Union Water Co., Limited	50,000	\$10 all	\$20, sellers		51 p.c.
Loans.	Amount.	Value.	Interest.	Quotation.	
Chinese Imperial 1898	Tls. 787,300	Tls. 250	7 1/2 p. annum	Par.	

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